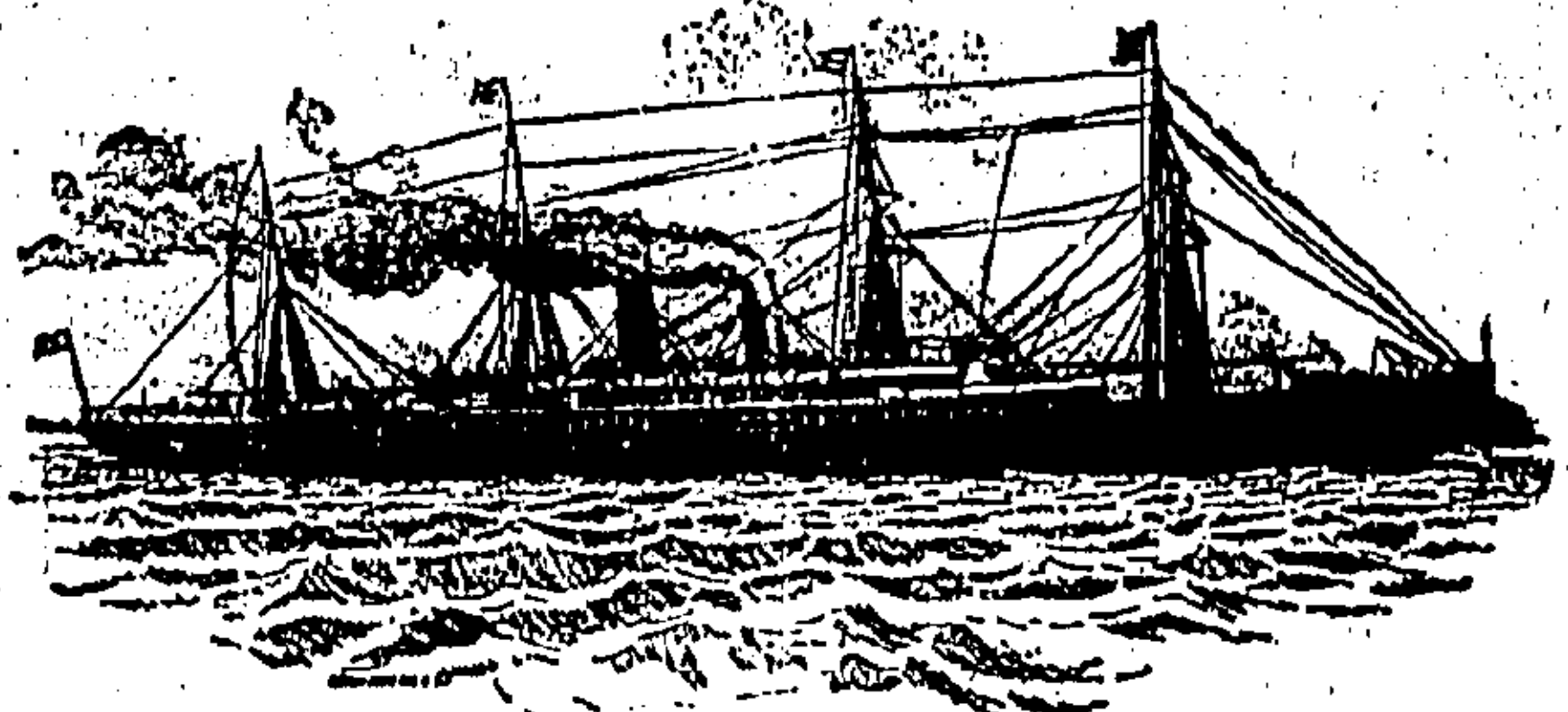






## Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE:

## PROPOSED SAILINGS FROM HONGKONG.

"AMERICA MARU" ... 6,300 Gross Tons...	THURSDAY, 8th September, at Noon.
"CHINA" ... 5,060 "	THURSDAY, 15th September, at Noon.
"DORIO" ... 4,784 "	TUESDAY, 27th September, at Noon.
"MANOHURIA" ... "	SATURDAY, 8th October, at Daylight.
"KOREA" ... 11,276 "	TUESDAY, 1st November, at Noon.
"GAELIC" ... 4,205 "	THURSDAY, 10th November, at Noon.
"MONGOLIA" ... 13,639 "	TUESDAY, 22nd November, at Noon.
"COPTIO" ... 4,352 "	"

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE T. K. K. Steamship "AMERICA MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 8th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and Northern Pacific Railway, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

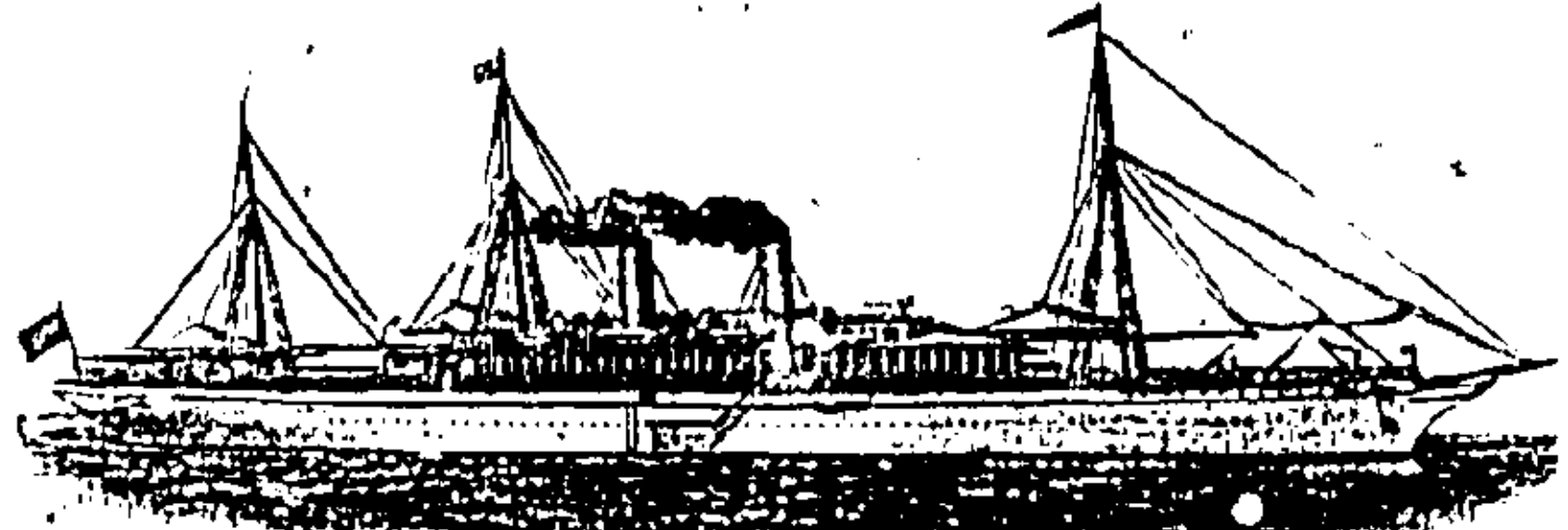
## FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific.  
Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.  
Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 6th September, 1904.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.	PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).
R.M.S. "EMPRESS OF JAPAN" ... 6,000 Tons...	WEDNESDAY, 21st September.
"ATHENIAN" ... 2,440 "	WEDNESDAY, 12th October.
"EMPRESS OF CHINA" ... 6,000 "	WEDNESDAY, 19th October.
"TARTAR" ... 4,425 "	WEDNESDAY, 2nd November.
"EMPRESS OF INDIA" ... 6,000 "	WEDNESDAY, 16th November.
"EMPRESS OF JAPAN" ... 6,000 "	WEDNESDAY, 14th December.

Hongkong to London, 1st Class ... 140. Via St. Lawrence 160. Via New York 162.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

Hongkong, 24th August, 1904.

D. W. CRADDOCK, Acting General Agent,  
9, Pedder's Street.

HAMBURG-AMERIKA LINIE.  
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SAMBIA ...	HAVRE, BREMEN and HAMBURG.	20th Sept.
Luning ...	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
SCANDIA ...	HAVRE and HAMBURG.	3rd October.
(ex KONIGSBERG) ...	(Calling at S'PORE, PENANG & COLOMBO).	Freight and Passengers.
SUEVIA ...	HAVRE and HAMBURG.	18th October.
von Döhrn ...	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
BRISGAVIA ...	HAVRE and HAMBURG.	1st Nov.
Schulke ...	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
SLAVONIA ...	HAVRE and HAMBURG.	15th Nov.
(ex STRASSBURG) ...	(Calling at S'PORE, PENANG & COLOMBO).	Freight and Passengers.
Madsen ...	"	"

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Queen's Buildings.

Hongkong, 6th September, 1904.

GO TO THE  
KOWLOON HOTEL,  
KOWLOON.

J. W. OSBORNE,  
Proprietor and Manager.

## Shipping—Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM" ... 2,363 tons...	Captain R. D. Thomas.
"POWAN" ... 2,338 "	G. F. Morrison, R.N.R.
"FATSHAN" ... 2,200 "	W. A. Valentine.
"HANKOW" ... 3,073 "	B. Branch.
"KINSHAN" ... 2,860 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 8.30 P.M. and 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" ... 1,998 tons...	Captain H. D. Jones.
------------------------------------	----------------------

Departures from Hongkong to Macao on week days at about 2 P.M.

During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.

Departures on Sundays at NOON.

Departures from Macao to Hongkong daily at 7.30 A.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN" ... 2,19 tons...	Captain T. Hamlin.
----------------------------------	--------------------

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M., and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM" ... 588 tons...	Captain J. Wilcox.
"NANNING" ... 599 "	C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

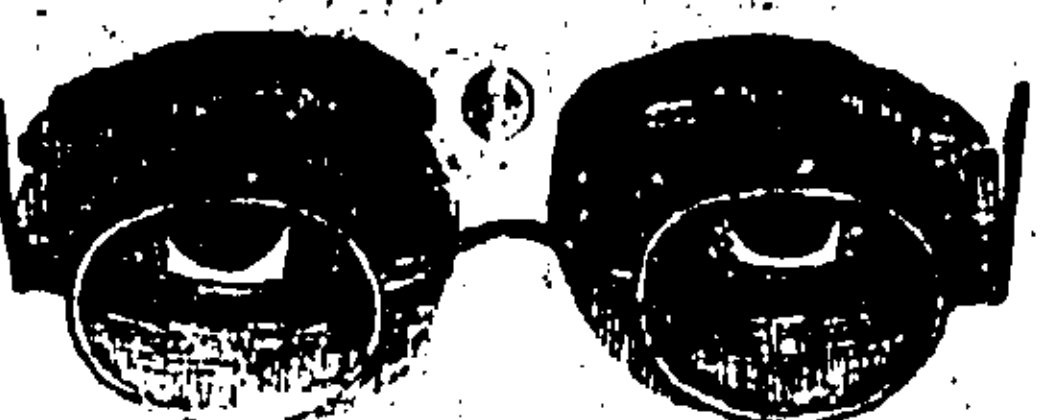
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,  
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 1st September, 1904.

## Intimations.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES  
TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

16, QUEEN'S ROAD, CENTRAL.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper  
Glasses to Correct and Cure.  
Prescription lenses ground on the premises. All work guaranteed.  
Sun Glasses are resitful and give the effect of coolness.  
Prices from \$2.00.

A. S. TUXFORD, Manager.

Hongkong, 1st June, 1904.

## F. BLACKHEAD &amp; CO.,

HIP-CHANDIERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS,  
CHANTS, NAVAL CONTRACTOR  
AND GENERAL COMMISSION  
AGENTS,

16, DES VŒUX ROAD CENTRAL,  
HONGKONG,

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE  
COMPOSITION RED HAND  
BRAND, HARTMANN'S GREY PAINT,  
DAIMLER'S PATENT MOTOR  
LAUNCHES,

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

P. & O. SPECIAL LIQUOR SCOTCH  
WHISKY, &c.

EVERY KIND OF  
SHIPS STORES AND REQUISITES  
ALWAYS IN STOCK

AT

REASONABLE PRICES

Hongkong, 15th December, 1903.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-  
LERS AND WATCHMAKERS.

EASTMAN'S  
KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES  
"OMEGA" is the best, "THREE YEARS"  
guarantee given to every purchaser.

40, QUEEN'S ROAD,  
Watson's Building.

50

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN  
Ice-House Road.

[S now in a position, in his New and Com-  
modious Premises, to eclipse, as heretofore,  
ALL PHOTOGRAPHIC ART PRACTICE  
in the Colony or in any part of the Far East.

GROUPS AND VIEWS  
a speciality.

Hongkong, 22nd September, 1904.

THE HONGKONG  
STUDIO.

HIGHER CLASS PHOTOGRAPHER,  
41 & 43, QUEEN'S ROAD CENTRAL,  
TOP FLOOR.

PORTRAITS, GROUPS and ENLAR-  
GING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS  
ON HAND.

PRICE VERY MODERATE.

Hongkong, 25th September, 1904.

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.00 per Cask  
ex Factory.

In Bags of 250 lbs. net \$8.20 per Bag  
ex Factory.

SHEWAN, TOMES & Co.,  
General Managers.

Hongkong, 2nd September, 1904.

TUBORG BEER.

A FIRST CLASS PILSENER BEER  
guaranteed free from Salicylic Acid,  
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts),  
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1904.

SAVARESSE'S  
SANDAL  
CAPSULES

Efficient because absolutely pure  
English Oil. Not made of vegetable  
Full directions. All Chemists.

Obtainable on SAVARESSE'S

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO—AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 30th July, 1904.

THE AMERICAN SYSTEM  
OF  
DENTISTRY.

M. H. CHAUN, D.D.S.,  
37, DES VŒUX ROAD CENTRAL, HONGKONG,  
From the University of Pennsylvania, U.S.A.  
Hongkong, 4th June, 1904.

NOTICE.

THE Public are hereby informed that no  
change has been made in the Rates of  
Subscription to the Hongkong Telegraph and  
they are warned against paying more than  
TEN CENTS (10 CENTS) per Single Copy.

THE MANAGER,  
Hongkong Telegraph Co., Ltd.

Hongkong, 4th September, 1904.

## Intimation.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of  
entrance, top 95 ft.; bottom 75 ft.  
Water on blocks, 27.5 ft. Time to  
pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of  
entrance, top 60.5 ft.; bottom 45 ft.  
Water on blocks, 26.5 ft. Time to  
pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of  
Captains and Engineers is respectfully called to the advantages offered for Dock-  
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,  
and a large stock of material is always at hand, (plates and angles all being tested by  
Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of  
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable  
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge  
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be  
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that  
of any port in the world.

Telephone: Works, No. 506; General, No. 378.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).  
Yokohama, May 11th, 1903.

[595]

## Hotels.

## THE RAMSGATE OF HONGKONG.

## METROPOLE HOTEL.

THREE miles out on the Shau-ki-wan Road.

Trams pass the doors every few minutes.

The only House on the Road.

The popular resort of the Colony, occupying a charming seaside situation and command-  
ing the most extensive view of the Harbour and Kowloon Peninsula.

Excellent accommodation for a few Boarders.

Good Sea Bathing.

Refreshments served of the first quality only.

Private Tiffin and Dinners, prepared in first-class style on the shortest notice.

Dinner Parties and Picnics catered for.

JAS. CHRISTIE,

Proprietor and Manager.

[881]

Hongkong, 15th August, 1904.

## HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the THAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[132]

THE CONNAUGHT HOUSE,  
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL  
OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

Hongkong, 1st November, 1902.

THE MANAGER.

[129]

KING EDWARD  
HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND  
BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D'Hotel at Separate Tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd October, 1902.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904.

[637]

## For Sale.

FOR SALE.

ONE ICE-MAKING MACHINE with  
GAS ENGINE complete.

For full Particulars, apply to

HUGHES & HUGHES,  
8, Des Vœux Road.

Hongkong, 27th June, 1904.



## Intimations.

THE HONGKONG &amp; KOWLOON WHARF AND GODOWN CO., LD.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the Hongkong and Kowloon Wharf and Godown Company, Limited, will be held at Messrs. Jardine, Matheson & Co.'s Office, Pedder Street, Victoria, Hongkong, on THURSDAY, the 22nd day of September, 1904, at 12.15 P.M., when the subjoined Resolutions which were passed at the Extraordinary General Meeting of the Company held on the 31st day of August, 1904, will be submitted for confirmation as Special Resolutions:

1.—That the Capital of the Company be increased from \$1,500,000 to \$1,800,000 by the creation of 10,000 New Shares of \$50 each.

2.—That such New Shares be issued at a premium of \$30 per share and be offered to those persons who are registered as Shareholders of the Company on 1st October, 1904, in the proportion of one New Share for every complete three shares held by them on 1st October, 1904.

3.—That the amount due for the New Shares shall be called up on 31st December, 1904.

Dated the 2nd September, 1904.

By Order of the Board,  
EDWARD OSBORNE,  
Secretary.

A. S. WATSON &amp; CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

PURSUANT to Resolution the General Managers of A. S. WATSON & Company, Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 new shares of \$10 each at a Premium of 10 per cent. or \$11 a share.

Each Registered Shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$11 per share will be payable on application. The TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 8th October, 1904, both days inclusive.

The present paid-up Capital of the Company is \$60,000, divided into 6,000 shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$90,000 divided into 9,000 shares of \$10 each.

The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund.

The New Issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905.

Forms of application for the New Issue can be obtained at the Company's Offices in Alexandra Buildings or at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.

JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 22nd June, 1904. [754]

## NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to BOOK CARGO AND ISSUE BILLS OF LADING TO SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS IN THE UNITED STATES AND CANADA in connection with the GREAT NORTHERN RAILWAY FROM SEATTLE, as hitherto by the Steamers of the NORTHERN PACIFIC S. S. Co., BOSTON STEAMSHIP AND TOWBOAT CO., OCEAN S. S. Co. and CHINA MUTUAL S. N. Co.

For further Particulars, apply at the Company's Local Branch Office in PRINCE'S BUILDINGS, First Floor, Chater Road.

A. S. MIHARA,  
Manager.  
Hongkong, 20th May, 1904. [643]

## EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING,"

Captain Page, will make an EXCURSION TRIP TO MACAO, on EVERY SUNDAY, leaving the Company's wharf at the end of Wing Lok Street, at 8.30 A.M., and returning from Macao at 7.30 P.M.

The Steamer will lay alongside the S.S. Passenger's wharf at Macao.

## FARE:

1st Class Single Ticket \$2.00, with Cabin \$3.00  
Return " " \$3.00, " " \$5.00  
Tiffin and Dinner may be had on Board at \$1 each meal.

YUK ON & Co., Ltd.,  
S. A. NORONHA,  
Macao Agent.  
Hongkong, 2nd September, 1904. [998]

## ROYAL AERATED WATERS MANUFACTORY.

PRODUCE the highest Class AERATED WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients they use in the manufacture of their soda, and the cleanliness, &c., are all under strict supervision of Europeans only.

## REPORT OF AN EXPERT.

The representative of Messrs. BRATBY and HINGLiffe, Limited, AERATED Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly surprised at the compactness of our factory and also the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first class nature, and they showed that scrupulous care was exercised in the course of their manufacture.

Order Books and Price List. Please apply to FACTORY and OFFICE, West Point, Tel. 367. Dept. Ice House Street, Tel. 374.  
Dr. V. DANENBERG & F. P. DANENBERG,  
General Managers.  
Hongkong, 26th May, 1904. [677]

## Intimations.

VICTORIA RECREATION CLUB.

AQUATIC SPORTS, 1904.

THE ANNUAL AQUATIC SPORTS will be held on the 7th and 17th September, in the CLUB ENCLOSURE, Austin Road, Kowloon. Sports commence on 7th and 17th, at 4 P.M. sharp.

Admission for Gentlemen, non-members, 50 cents each day. Soldiers and Sailors in uniform, half price.

Tickets for Admission may be obtained at the Gate, or from the Undersigned, c/o Messrs. Gibb, Livingston & Co.

The Secretary's Launch will leave Blake Pier on WEDNESDAY and SATURDAY, the 7th and 17th, at 4 P.M. sharp, to convey Spectators and Competitors.

HAROLD C. AUSTEN,

Hon. Secretary.

Hongkong, 6th September, 1904. [985]

VICTORIA RECREATION CLUB.

AQUATIC SPORTS, 1904.

THE COMMITTEE of the VICTORIA RECREATION CLUB request the pleasure of the Company of the LADIES OF HONGKONG at the CLUB ENCLOSURE, Austin Road, Kowloon, TO-MORROW, the 7th, and SATURDAY, 17th September, at 4 P.M. sharp, on the occasion of the Annual Aquatic Sports.

By kind permission of Lieut.-Col. C. N. Wats and Officers, the Band of the 1st Bat. Sherwood Foresters will play selections during the afternoon.

HAROLD C. AUSTEN,

Hon. Secretary.

Hongkong, 6th September, 1904. [986]

## IMPORTANT NOTICE.

FRESH ARRIVALS.

BY GIVING A VERY LARGE ORDER.

WE HAVE SECURED THE

## CO-OPERATION

OF THE MAKERS OF THE

## "APOLLO MASTER PLAYERS"

IN LOWERING THEIR PRICES, AND

WE NOW OFFER THEM FROM

\$365 TO \$850.

## NEW

## CONSIGNMENT

JUST ARRIVED

PER S.S. "EMPRE'S OF CHINA."

WE WILL SUPPLY AN UPRIGHT

IRON GRAND AND A PIANO

PLAYER FOR \$825. CASH OR

CREDIT TERMS.

These Players have been tested in Hongkong

for 5 years (at Peak included) without a

Single Failure, which can be said of no other

Player.

## THE

## ROBINSON PIANO

Co., Ltd.

Hongkong, 3rd August, 1904. [39]

## FURNITURE WAREHOUSE.

## LICKWONG LOONG,

李國隆

CABINET-MAKER AND ART DECORATOR,

from Shanghai, has opened a

FURNITURE STORE

at

No. 1, WYNDHAM STREET.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to

order in any design required.

Has been patronised by the Hongkong Club,

Hongkong Hotel, Messrs. A. S. Watson &amp; Co.,

Ld., Joint Telegraphs Co., and other leading

Establishments in the Colony, to whom reference

may be made as to the Superior Work-

manship and Materials of the Furniture, &amp;c.,

supplied.

Messrs. A. S. Watson &amp; Co., Ltd. write as

follows:—

"We have pleasure in stating that Mr. L. I.

KWONG LOONG furnished the Annex to

our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON &amp; Co., Ltd.

ORDERS: punctually attended to, and

CHARGES: most moderate.

AN INSPECTION INVITED.

Hongkong, 2nd September, 1904. [991]

## GUARDING THE TSAR.

EXTRAORDINARY PRECAUTIONS TAKEN FOR HIS SAFETY.

The writer of an interesting article in *Munsey's Magazine*, entitled "How Russia is Guarded" gives some particulars of the elaborate system employed to protect the Tsar from attack.

The army and police are in their entirety his bodyguards. Regiments of soldiers are stationed near each palace, and selected troops are detailed for duty in courtyards and buildings, where they form a cordon around the imperial apartments. In addition to the regular uniformed police, who patrol the streets with particular care when the Tsar is passing, there is a large body of secret police, whose duty it is to discover and frustrate any possible plot against him. They have agents in Berlin, London, Paris, Buenos Ayres, New York, Chicago, and Paterson, New Jersey. Spies are in every city in Russia and in every department of life. The censorship of mails and telegraphs, the passport system, the protection of frontiers, the compulsory announcement of arrivals and departures to the police by every householder—all these are parts of the same system whose principal aim is the protection of the emperor.

When the Tsar travels other people wait. Not only stations, but entire railways may be blocked for hours at a time. Between St. Petersburg and Tsarkoi Selo a special line, with a private station at each end, has been built for the exclusive use of the imperial family. Every yard of it is guarded constantly, and particularly when a train is to pass.

The emperor goes about St. Petersburg streets without a military guard. He may be seen driving down the Nevsky Prospekt in an open sleigh or carriage, drawn by a swift black horse, without a footman. About 200 feet behind him, however, a police official is sure to follow. For many years this escort duty fell to General Kleigels, prefect of the St. Petersburg police, who has recently been appointed governor of the province of Kiev. His successor at the capital is General Follen.

The Tsar Nicholas appears to be personally courageous, and goes out a good deal, while his father, who lived under the terror inspired by the murder of Alexander II., was harassed by continual fear. At Tsarkoi Selo and Peterhof, his two favourite residences, he is understood to occupy small villas in the grounds in preference to the large palaces. He often attends theatres, but rarely concerts or balls. He always arrives late, and never until the secret police have reported that no suspected or unknown persons have procured admittance.

The Tsar is not so carefully guarded that an evil-disposed person could not, sooner or later, find an opportunity to make an attempt on his life. Reliance seems to be placed in the ability of the police to keep persons who might be dangerous out of his vicinity. He is under closer surveillance when in his apartments than at any other time. The military guards inside the palace are never seen by the public. They are intended as a precaution against possible conspiracies in high quarters rather than against individual intruders, who are held off by the soldiers and police agents at the doors and gates.

During the Tsar's visit to France in September, 1901, extraordinary precautions for his safety were taken by M. Cochefort, head of the French secret police. The palace at Compiegne was guarded like a fortress. Spies were everywhere, and thousands of troops lined the railways and the roads over which the imperial visitor passed. When he reviewed troops he was surrounded by officers, among whom were special men ready to shoot on the slightest suspicion. When he drove through the streets, double lines of cavalry surrounded his carriage. On the footman's seat behind sat a Cossack, with one hand on the butt of his revolver and the other on the hilt of his short sword.

The Tsar places great dependence on the rapidity of movement when in public places. If on horseback in St. Petersburg, he always gallops, never remaining still. In a carriage, his horses are either on a sharp trot or running. In this way he hopes to dodge a bomb or a chance shot from a revolver.

## A NEW DIVING BELL.

A serious attempt, by means of a newly designed diving-bell, is being made to combat the prevalence of palsy among divers. At present the members of this adventurous profession are prone to various forms of divers' palsy, as the result of the heavy air pressure under which they have to work. The illnesses from which divers suffer result from the frothing off of air in the blood when, after exposure to compressed air, they are too quickly "decompressed"—that is, returned to the normal atmospheric pressure. Prof. Leonard Hill (who is physiological lecturer at the London Hospital) has, in conjunction with Prof. Macleod, arrived at the opinion that by the proper choice of men, and the regulation of the length of shifts and period of decompression, submarine work should be carried out with safety at a depth of 200 ft. At Prof. Hill's suggestion, Messrs. Siebe, Gorman, and Co., have designed a new diving-bell. It is constructed of steel, and divided into two compartments one of them opens at the bottom, and the other a sealed chamber. On being lowered to the diver for the ascent, he enters the open half and passes by a manhole into the closed chamber, where the air pressure is exactly the same as that under which he has been working. Then he is raised to the surface, and by means of special valves, slowly decompressed. The sealed chamber is provided with electric light and telephonic connections. With the aid of such a bell, Prof. Hill is confident that wrecks may be salvaged and pearls and sponges raised at any depth to 200 ft.

## THE RUINS OF JERUSALEM.

It was always to me a matter of wonder, writes Mr. J. A. Uart in the San Francisco Argonaut, how Jerusalem came to be so far below the level of the modern city. I can understand the buried cities of the Campagna in Italy; some of them were overwhelmed by lava, some by mud; some by ashes. And on top of these the natural accretion of age made a new soil. But there is nothing volcanic about Jerusalem except the Greek and Latin monks (who, also, by the way, carry soil by accretion). How can one account for the great depth at which some of the ancient ruins are found? For that matter, there are many houses still inhabited, the level of which is far below that of the present street; you see people going down into these ancient houses as if they were burrows. Then again, there are ruins which have been discovered in the earth storey, going down, below the earth. That is, there would be a Jewish building, on top of it a Roman building, on top of that a medieval building, and last of all a modern church. There are some who say that below the Jewish level there are still older ruins. It was always incomprehensible to me how such a vast amount of rubbish could have accumulated there. If Jerusalem lay in a valley or in a basin like London, I could understand it but such is not the case—the city is 2,500 feet above the level of the sea, you have to climb up from the plains of Palestine to reach it, and even when you get to its immediate surroundings, you have to climb to get into the city. The human race is a lazy one, and fond of dumping rubbish into easy places; but that they should take the trouble to haul rubbish up 2,500 feet into the air to dump it, seems preposterous.

One day in Jerusalem, however, this mystery was solved. (I may remark parenthetically that there are all manner of deep gorges and ravines in the modern city, and doubtless there were more in the ancient one.) One day we were not far from the Temple Enclosure when we saw a number of carts busily at work filling up a depression. In this particular gorge or valley is the famous pool of Bethesda. Now, the pool of Bethesda, according to the antiquarians, is a gigantic basin which was dug out of the solid rock. It is—or was—nearly 400 ft. long, 120 ft. wide, and over 80 ft. deep. It got lost during the middle ages, some one, for unknown reasons, having filled it about half way up. This so changed its physical aspect that the faithful ceased to identify it.

But the lost pool was found, only to be lost again. The day we saw it several scores of oriental workmen were labouring with axes, with carts, and with baskets, carrying earth to fill up this gorge. I do not know why they were doing it; probably they were levelling it to erect some building there. But the thought occurred to me that in 50 or 100 years the building will have fallen down; then some poor archaeologist of 2001 will, with great pride, locate the pool of Bethesda. Thereupon some rich steel man of the times will furnish the funds for excavating. They will dig down some 600 feet into the gorge which we were watching the workmen fill and they will discover the pool now fast disappearing before our eyes.

## COMMERCIAL.

## TO-DAY'S EXCHANGE.

## Selling.

London—Bank T.T.	1/9 1/2
Do. demand	1/9 1/2
Do. 4 months' sight	1/9 1/2
France—Bank T.T.	2.27
America—Bank T.T.	43 1/2
Germany—Bank T.T.	1.84
India T.T.	134 1/2
Do. demand	135
Shanghai—Bank T.T.	7 1/2
Japan—Bank T.T.	88 1/2
Singapore—Bank T.T.	Nominal
Yara—Bank T.T.	108 1/2

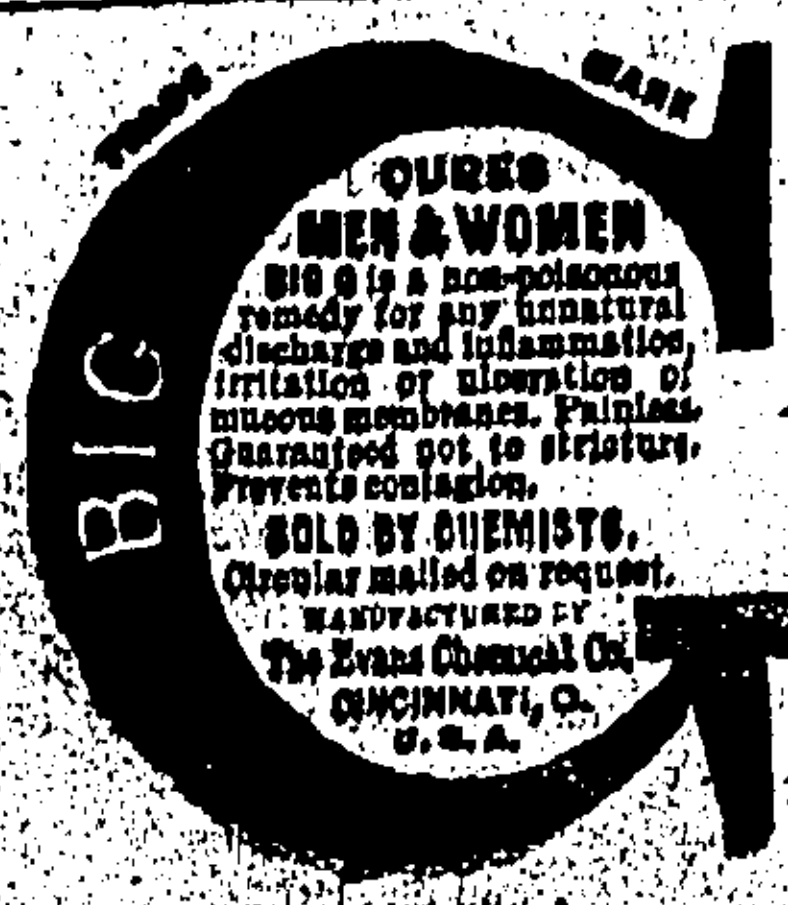
## Buying.

4 months' sight L/C	1/10 1/2
6 months' sight L/C	1/10 1/2
30 days' sight San Francisco & New York	44 1/2
4 months' sight do.	45 1/2
30 days' sight Sydney and Melbourne	1/10 1/2
4 months' sight France	2.31
6 months' sight do.	2.31
4 months' sight Germany	1.88 1/2
Bar Silver	36 3/16
Bank of England rate	3 1/2

## OPIUM QUOTATIONS

To-day's quotations are as follows:	
Malwa New	1,080/1,100
" Old	1,120/1,180
" Older	1,200/1,280
" Oldest	1,300/1,320
Paina New	1,135
Repains New	1,145
Perian (Paper)	840/930

## Intimation.



## Intimations.

GOVERNMENT OF BRITISH NORTH BORNEO.

GOVERNMENT OF LABUAN.

REVENUE FARMS FOR 1905, 1906, 1907.

TENDERS will be received by the SECRETARY to the GOVERNOR, Sandakan, on or before the 15th November, 1904, for the following REVENUE FARMS, for the year 1905, or for the three years 1905, 1906, 1907:—

OPIUM FARMS.

SPIRIT LICENSE FARMS.

PAWN BROKING FARMS.

GAMBLING RESTRICTION FARMS (North Borneo only).

For Particulars, apply to—

Messrs. GIBB, LIVINGSTON &amp; Co., Hongkong.

BRITISH NORTH BORNEO.

CUSTOMS FARM 1905.

TENDERS are invited up to 12 Noon, 15th November, 1904, for the CUSTOMS FARM, including the sole right to collect all Import and Export duties payable to Government, exclusive of Import duties on WINES, BEER and SPIRITUOUS LIQUORS, which are farmed separately, and Export duty on ESTATE TOBACCO, TIMBER, COAL, MINERALS, CUTCH and manufactured products for the year 1905. Tenders may be for the whole territory (exclusive of Province of Labuan) extending from Sepilok river in Padan Bay on the West Coast to Brurubuk Point, Sibuko Bay, on the East Coast, including all bays, rivers and islands within the State, or for each separate district. Each tender should state the monthly rent tendered.

This Farm is subject to the Laws and Regulations now in force or to any Laws or Regulations which may from time to time be enacted or issued by Government.

Any further information on the subject may be obtained from Messrs. GIBB, LIVINGSTON & Co., Hongkong, the Finance Commissioner, Sandakan, or from the Presidents or Officers-in-charge of the different districts or stations.

Tenders should be sealed and addressed to the Secretary to the Acting Governor of British North Borneo.

Every tender must state the nature of the security to be offered and which must be partly in cash to be deposited in an approved Bank or partly in land and house property.

The Government does not bind itself to accept the highest or any tender.

August 25th, 1904. [970]

## BACON AND HAM.

JUST LANDED.

A Fresh Consignment of well-known

HASTINGS AND NEPHEWS' FINE

STREAKY BACON,

AND

BEST YORK CUT HAM.

Guaranteed to be Good.

H. RUTTONJEE,

No. 5, D'Aguiar Street,

or

36 to 38, Elgin Road, Kowloon.

Hongkong, 2nd September, 1904. [72]

THE CHINA AND JAPAN TELEPHONE

AND ELECTRIC COMPANY,

LIMITED.

HONGKONG EXCHANGE.

SUBSCRIPTIONS.

PAYABLE QUARTERLY IN ADVANCE.

EXCHANGE LINES: \$25 Per Quarter.

NO CHARGE FOR INITIAL

INSTALLATION.

N.B.—A Special Charge is made for Lines

of more than average length.

DESK TELEPHONES

For a small additional annual charge Desk

Sets can be supplied.

ELECTRIC SUPPLIES.

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

SWITCHES,

TELEPHONES,

WIRE,

&amp;c., &amp;c., &amp;c.

SEND FOR PRICE LISTS.

ELECTRIC BELL INSTALLATIONS.

Estimates given for all kinds of Electrical

Work.

ADDRESS—2, ICE HOUSE ROAD.

W. STUART HARRISON,

A.M.I.C.E.,

Manager.  
Hongkong, 12th April, 1904. [61]

## Intimations.

THE WORRIED WOMEN.

They say men must work and women must weep; but alas, in this too busy world women often have to work and weep at the same time. Their holidays are too few and their work too heavy and monotonous. It makes them nervous and irritable. The depressed and worried woman loses her appetite and grows



## Intimations.



**A. S. WATSON & CO.,**  
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

THE FINE

MELLOW

FLAVOUR

OF OUR CELEBRATED

**E**

BLEND

VERY OLD LIQUEUR

SCOTCH

WHISKY.

IS ATTAINED ONLY BY

Great Age, being

thoroughly matured

and Superior Quality

Uniformly Maintained.

Price \$16.50 per Dozen.

**A. S. WATSON & Co.,**  
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 29th August, 1904.

TELEPHONE NO. 350.  
CABLE ADDRESS: "ACHEE," HONGKONG.  
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

**A CHEE & CO.,**  
祥利廣

17, QUEEN'S ROAD.

FURNITURE  
DEALERS.

DRAWING-ROOM,

DINING-ROOM,

and BED-ROOM

FURNITURE.

ELECTRO-PLATED,

GLASS, and

CHINA WARES.

PASTEUR'S MICROBE-PROOF

FILTERS,

ROCHESTER LAMPS,

WHITE TURKISH TOWELS.

COUNTERPANES.

COOKING RANGES,

KITCHEN UTENSILS, and

HOUSEHOLD REQUISITES.

**PHOTOGRAPHIC**  
DEPARTMENT.

DEVELOPING and PRINTING

UNDERTAKEN for AMATEURS.

GOOD WORK.

PROMPT RETURN.

Hongkong, 8th January, 1904.

**E. C. WILKS & Co.,**

MARINE SURVEYORS,

CONSULTING ENGINEERS AND

NAVAL ARCHITECTS.

COLLISIONS and Damages Surveyed.

Salvage Work undertaken.

Ship Designs and Specifications prepared.

Agents for the Construction and Sale of Steam

and Motor Launches.

Contract for New Tonnage on reasonable terms

with First-class Builders.

A large stock of Canadian Asbestos and

Asbestocel goods, kept.

Agents for Messrs. Allen & Sons Electrical

Plant and Centrifugal Pumps.

Telegram Address: Telephone—No. 358.

HONGKONG, 3rd May, 1904.

## NOTICE

All communications intended for publication in  
"THE HONGKONG TELEGRAPH" should be  
addressed to The Editor, 1, Lee House Road, and  
should be accompanied by the Writer's Name and  
Address.

Ordinary business communications should be addressed  
to The Manager.

The Editor will not undertake to be responsible for  
any rejected MS., nor to return any Contribution.

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additional \$1.50 per quarter is charged for postage.  
The postage on the weekly issue to any part of the  
world is 30 cents per quarter.

Single Copies Daily, ten cents; Weekly, twenty-  
five cents.

## MARRIAGE.

**HOLYOAK-COWPER.**—On the 3rd inst., at  
St. James' Church, Vancouver, B.C., by the  
Rev. T. Finnes Clinton, PERCY HOLYOAK,  
second son of the Rev. T. H. Holyoak, of  
Whalley Range, Manchester, to **NELLIE GER-**  
**TRUDE**, only daughter of William Cowper, Esq.,  
of Moseley, England.

## The Hongkong Telegraph

HONGKONG, TUESDAY, SEPTEMBER 6, 1904.

## THE PILOTS ORDINANCE.

Consequent upon the extremely crowded  
condition of the harbour, to which we referred  
a few weeks since, the shipping commu-  
nity approached the Government earlier in  
the year with a view to obtaining some safe-  
guard that persons who offered themselves as  
pilots within the waters of the Colony were  
capable of performing their duties. The  
outcome of these representations was the  
designing and passing of an Ordinance for  
exercising certain control over the existing  
so-called pilots and thus establishing a pro-  
perly constituted pilot service. Although  
several months appear to have elapsed since  
the Legislative Council considered and  
adopted the Bill the matter has not been  
lost sight of by the Government, for we un-  
derstand that a board is now being consti-  
tuted for the purpose of examining the qualifi-  
cations of persons offering themselves as  
pilots within the waters of Hongkong. Those  
who are at present practising as such are not  
licensed or qualified in the sense of having  
passed under examination, or had the approval  
of any person competent to say whether  
the man offering his services is qualified to  
act. It was stated two years ago that the  
pilots of to-day are of inferior calibre to their  
predecessors, and that there was a growing  
tendency amongst them to disregard and  
willfully ignore ordinary precautions neces-  
sary, not only for the safety of the vessels in  
their charge whilst under way in narrow  
waters, but of others either at anchor or  
alongside the wharves. Whether or not Chinese  
pilots will take advantage of qualifying  
before the board remains to be seen; but  
in certain shipping quarters it is stated that  
they have been giving satisfaction for so  
many years that it would be quite immaterial  
whether they joined the recognised service  
or remained as they are at present. There  
is a demand for pilotage on the harbour,  
but it will not be compulsory for anyone to  
take a duly qualified pilot, or if he does so  
a ship will not be exempted from any con-  
sequences that may occur. Government  
takes no responsibility whatever in the mat-  
ter, but it is to be hoped that the mercantile  
community will be unanimous in its choice  
of pilots, and engage only those qualified  
under the ordinance.

## LOCAL AND GENERAL.

A rich vein of gold has been discovered in  
Iwate prefecture.

The Dalny branch of the Yokohama Specie  
Bank was opened to business on the 23rd ult.

JEFFRIES defeated Monroe in the second round  
of the World's Boxing Championship at San  
Francisco.

FOR dumping rubbish into the harbour yester-  
day, six garbage boat-men were fined, by Mr.  
Kemp, \$45 each.

A LONDON telegram to the *Mainichi* says that  
there was a report in St. Petersburg that Ad-  
miral Skrydloff has been superseded.

THE monthly payroll of the P. M. S. S. *China*,  
with her Asiatic crew, is \$3,175.52; and the pre-  
sent wage account on the *Korea* is \$6,000.

THE Japanese Government has decided to  
establish meteorological stations at New-  
chwang, Yonampoh, Dalny, Chemulpo, and  
Fusan.

ONLY nine of the crew of forty of the M.B.K.S.  
*Akumura Maru*, which foundered in the ty-  
phoon on the 20th ult. off the Goto, were  
saved.

THE British India Steam Navigation Company  
have contracted with Messrs. W. Doxford and  
Sons, Sunderland, for the construction of three  
steamers.

MASAMPHO, Korea, was visited by a typhoon  
wave on the 20th ult., which washed away over  
130 Korean houses and some fifty Koreans.  
All the fishing boats at sea from that port are  
missing.

ANOTHER blank plague return was issued by  
the Sanitary authorities at noon to-day.

CAPTAIN Barnes of 1st Chinese Regiment has  
been appointed Transvaal Emigration Agent  
for Shantung.

CAPT. Parr, Acting Commissioner of Customs,  
at Yatum, succeeds Mr. Brazier at Kowloon,  
and Mr. V. C. Henderson is appointed Acting  
Commissioner at Yatum.

COLONEL Dvor Misunitsky, lately in com-  
mand of the Russian Legation Guard, a man  
of giant size, who was very popular in North  
China, was captured by the Japanese at  
Telihize, and is now a prisoner in Japan.

A NEW clerical scheme for the F. M. S. service  
is being talked about. We are informed that  
the maximum salary is to be raised to \$180 per  
month with prize appointments of \$200. We  
congratulate the clerks on the recognition they  
are to receive for their services. — *Perak Pioneer*.

MR. Thomas B. Taylor of New York launched  
in the Hudson river a working model of the  
vessel which he thinks will revolutionize ocean  
travel. He says that if ocean liners adopt his  
means of locomotion with the success he an-  
ticipates, they can cross the Atlantic in  
three days.

THE latest return made by the authorities  
shows the total number of Russian prisoners  
now detained in Japan to be only 1,408, a much  
smaller number than was generally believed.  
Of these 53 are officers, including a Colonel, 5  
Lieutenant-Colonels, 7 first-class Captains, 10  
second-class Captains, 15 Lieutenants, and 15  
Ensigns.

THE following is the return of visitors to the  
City Hall Library and Museum for the week  
ending 4th September, 1904:—

	Library	Museum
Non-Chinese.....	230	95
Chinese.....	82	1,94
Total.....	312	2,035

OWNERS of the British collier *Foxton Hall*,  
which was detained at Port Arthur from the  
time of the first attack made by the Japanese  
until early in March and which suffered dam-  
age during her detention, have received com-  
pensation from the Russian Government. The  
speedy settlement of the claim by Russia has  
greatly gratified ship owners.

WHEN the *Algon* went on the rocks at Point  
Bonita recently, a San Francisco firm deman-  
ded \$108,000 to repair her, while a Victoria firm  
put in a bid for \$12,000. It was announced  
that the great difference was due not alone to  
the fact that in Frisco the dockage charge was  
\$30,000, as against \$6,000 in the north, but to  
the high wages demanded by the San Francisco  
workmen.

IN quest of a mysterious white race, which lives  
in the mountains of Northern China, Professor  
Frederick Starr, head of the department of an-  
thropology at the University of Chicago, will  
come for a long stay in the Orient next spring.  
After searching for the strange people in the  
mountains, Professor Starr may spend the  
remainder of his life among the Chinese, for he  
declares that China within three years will  
occupy the centre of the world's stage in com-  
merce. His plans were announced in his lec-  
ture to his class in anthropology.

THE "South China Collegian" continues to  
maintain the high standard of excellence which  
has characterized it since the work was first  
published in the early months of the year.  
The fifth number, just to hand, has an editorial  
dealing with British and American technologi-  
cal education, an interesting article on educa-  
tion, from the pen of Dr. O. D. Wannamaker,  
a descriptive account of work among the  
Chinese girls by Mrs. F. S. Woods and notes  
on the Canton Christian College and other  
schools, besides much other matter of interest.

THE new Kiootan light-vessel was launched  
without ceremony from Messrs. Farnham,  
Boyd & Co.'s Pootung yard on Monday and  
is now anchored in midstream, awaiting comple-  
tion and the erection of her light. She has  
been built to the designs of Mr. J. R. Harding,  
Chief Engineer of the I. C. S. at Shanghai, and  
there are only about two other ships of her  
particular character in existence. She is of  
steel and will be gas-lighted, and it is hoped  
to get her into position in about a month's  
time or less. — *N. C. D. News*.

ONE important result of the occupation of  
Liaoyang will be that the trade of Newchwang  
will revive, remarks the *N. C. D. News*. Al-  
though the Russians are no longer in posses-  
sion of the port, they still hold the upper  
reaches of the river, and by building bridges,  
sinking boats, and in other ways, they have  
completely stopped the junk traffic in cereals  
down to the port. There are said to be large  
stocks of beans at Tieling, and ample supplies  
will be forthcoming as soon as the Russians  
are dispossessed from Liaoyang and the river  
made free again.

THE presence of sharks in waters adjacent to  
Chefoo has been noticed by marine men of  
late, reports the *Shanghai Daily Press*. This  
is something unusual, as these creatures rarely  
get above latitude 31 or 32. The commander  
of the revenue cruiser *Ping Ching* reports hav-  
ing sighted some big ones just off Wei-hai-wei,  
and the captain of the steamer *Chefoo* states  
that there are numbers of them about the Mian-  
tau Islands. The general opinion is that the  
cause of this phenomenon is the presence of  
many dead bodies at sea south of Port Arthur,  
where the naval engagements have taken place.  
It is a fact that these scavengers of the sea will  
travel hundreds of miles attracted by prospects  
of food, the existence of which they often  
have knowledge in some mysterious manner,  
but it is rare that they get far outside their  
customary haunts and into latitudes for which  
they seem to have an aversion.

THE Fangtze coal-mines in Shantung are run-  
ning to their full capacity, and a large new  
shaft is being sunk near the railway station.  
This shaft will be fully 1,200 feet deep and of  
sufficient capacity to give the mines a combin-  
ed output of one thousand tons per day. —  
*V. C. D. News*.

REPORTS received from the island of Hawaii  
state that after a long spell of quiescence, earth-  
quakes are of daily occurrence and the side of  
the crater have so caved in as to stop up all the  
vents by which the subterranean gases used to  
escape. The other day there was one shock which  
lasted over half a minute and for nearly ten  
seconds the place rocked terribly. Conditions  
similar to these have in the past invariably been  
followed by activity by the volcano and the in-  
habitants of Hilo and other towns, to say noth-  
ing of the plantation and ranch employes, are  
anxiously awaiting developments.

THE fire that broke out in the coal bunkers of  
the s.s. *Menelaus* at Manila a few days ago  
resulted in but small damage to the ship's store  
of coal. One part of the side of the ship got  
too hot to be comfortably touched, but no real  
damage was done to the vessel. The fire was  
extinguished after four and a half hours' work  
with a loss of about \$100. In spite of the Vajen  
smoke helmets used by the two firemen, Capt.  
Doyle and Lieut. Weed, the latter was over-  
come by the gases and the services of the  
ship's surgeon were needed to revive him, says  
the *Cablenews*.

MR. Desillet, the Chefoo manager for Messrs.  
A. Chazalon & Co., was robbed of money and  
valuables some time during the night of 26th  
ult. The thieves entered his house on the East  
Bench, and succeeded in getting into Mr. De-  
sillet's bed-room, where they gathered their  
plunder. One hundred and seventy-five roubles  
in notes were abstracted from clothing in the  
room, and a gold watch and chain valued  
at \$175 was taken from a dressing table. There  
is no clue to the miscreants, and the matter  
will probably be reported to the Taotai, says  
the *Shanghai Daily Press*. Mr. Desillet is  
particularly anxious to recover the watch and  
a silver card case which contained the money.

THE Hon. Treasurer of the Alice Memorial  
and Nethercole Hospitals begs to acknowledge  
with thanks the following donation to the funds  
of the Hospitals:—Po Tsung, \$10, I. Un, \$10,  
Kung Hing, \$10, Fuk On Cheung, \$10, Kai  
Hing, \$10, On Hing, \$10, Sui Yik, \$10, Fuk  
Hing, \$10, Kwong Man Lung, \$10, Sui Lung,  
\$10, Kwong Lung Cheung, \$10, Him Wo, \$10,  
On Tai, \$10, I. Wo, \$10, Wing Lun On, \$10,  
Sui Hing, \$10, Kai Wing, \$10, Kwong On  
Shing, \$10, Tsun Tai, \$5, Tai Nin, \$5, Pak Wa  
Tong, \$5, Sui Wo Tsung, \$5, Lin King, \$5,  
Pang U Tai, \$5, Tai Hing, \$5, Tai Man, \$5,  
Fu Fung, \$5, I. Wo Tsung, \$5, Shiu Cheung,  
Kil On, \$5, Li Cheung, \$5, Yat On, \$5, Wai  
San, \$5, Tsun Tak Long, \$5, Lai Hing Co.,  
\$5, Wing Wo Tsung, \$5.

IN consequence of the Japanese Naval and War  
Departments enforcing regulations for the  
control of the Press the publication of the  
second number of the *Kobe Herald* war news-  
paper has been considerably delayed. A  
copy, which covers events during the period  
between the 1st April and the 25th May, came  
to hand by the last mail from the north, and  
again bears testimony to the great care and  
attention being bestowed upon the work by the  
editor. There are, as usual, quite a number of  
illustrations, maps and sketches, while the text  
gives a very good idea of all that has happened  
during an important period of the war following  
the arrival of Alexieff at Port Arthur. Em-  
bodied in the work are accounts of the seventh  
and eighth attacks on the Russian stronghold,  
the blocking expeditions, operations of the  
Vladivostok squadron, details of the campaign  
on land and many shorter articles of equal  
interest. The third number, which will be  
issued shortly, will comprise the period of the  
conflict ending 30th June.

## A TIMBER DEAL.

At the Supreme Court this morning, the  
Puisne Judge (Mr. T. Sercombe Smith) pre-  
siding, Tang Tien, trading under the name of  
Lee Kee Tsung, in Kwangtung Province,  
brought an action against the Mongkokisui  
timber firm, of Chu Lee Lbong, to recover  
\$371.95, balance due for timber sold and  
delivered.

Mr. H. Hursthouse (Messrs. Denny and  
Rowley) appeared for the plaintiff, while the  
defendant was not represented, it being stated  
that Mr. d'Alameda e Castro who had been  
retained for the defence had withdrawn from  
the case.

Plaintiff having given evidence,  
His Lordship gave judgment in his favour  
for the full amount claimed with costs.  
Mr. Hursthouse asked that the Court issue  
an execution warrant, as the defendant was  
removing property from his premises.  
His Lordship assented.

## BRITISH VICE-CONSULATE

AT MACAO.

Regarding the appointment of the acting  
Commissioner of Customs at Macao to be act-  
ing British Vice-Consul, reported in our col-  
umns last evening, it is further reported from  
Macao that the officials there are strenuously  
opposed to the appointment, which would com-  
bine two such important offices. In conse-  
quence of this there is said to be much friction  
between the Government and the Customs party.  
It is further understood that if the friction con-  
tinues, acting Consul-General C. W. Campbell,  
C.M.G., will be requested to visit the port, to  
look into the matter, and if necessary to make  
another appointment to the office of Vice-  
Consul.

## BURDENS OF JOURNALISTS

IN HONGKONG.

As though the representatives of the Press had  
not already sufficient disadvantages and  
difficulties to contend with, when attending the  
Magistracy, on their daily round of duty, a  
clever, having acquired what our American  
cousins term "a swelled head," and so lost  
sight of the boundary-line between his authori-  
ty and the rights of the public, has en-  
deavoured to place another obstacle in their  
way, by issuing another order (which, by the  
way, he was careful to make only verbally,  
probably knowing how it must satisfy himself)  
which is ridiculous, and at the same time  
insulting. The order, which was conveyed  
through one of the subordinates, was to the  
effect that "no reporter was to be allowed to  
go into the offices of the Magistracy, except on  
business, or to pay their fines." Just what the  
clerk intended to convey to the Press, by the  
gratuitous insult contained in the italicized  
words of the "order," is best known to him-  
self, but it may interest the individual in  
question to know that portions of the offices,  
at the Magistracy are public offices and not even  
he has any authority to order the Press or any  
one else, for that matter, whose business takes  
them there, out of those portions of the offices  
in question. There is nothing attractive about  
the stuffy little dens, yelet offices, and the sole  
object of the reporters entering them is to  
transact their business as quickly as possible, and  
get out again. It naturally follows that, as the  
order is *ultra vires*, the representatives of the  
Press will ignore it, while treating the insult  
contained therein with the contempt which it  
deserves. Complaints have frequently been  
made in the local Press of the treatment  
accorded to its representatives, by the subor-  
dinate officials of the magistracy, but such an  
order as the one under consideration passes all  
bounds, and calls for the attention of the higher  
authorities. There have been times innumera-  
ble when the assistance and favours of the  
Press have been requested by this same official,  
while, as requital, he has endeavoured to sub-  
ject its representatives to all sorts of dis-  
advantages in the way of obtaining information,  
regarding the proceedings of the Courts, in-  
stead of, as they have a right to expect, giving  
them every facility in their quests. There is  
always an atmosphere of antagonism, and an  
unwillingness to give any information, no  
matter of how great public interest, about the  
Magistracy, such as the attitude of the official  
in question goes far to increase, for the sub-  
ordinates, of course, take their cue from him,  
and behave accordingly. In fact, on this ac-  
count the representatives of the Press, in-  
stead of being recognized as being there to do  
a good public work, are treated little better  
than the prisoners in the dock, Chinese clerks  
who have no business in the Courts, monopoliz-  
ing chairs, while the reporters have to stand  
about, or leave the Court until there are vacant  
places. This is not as it should be; it is a  
crying scandal in the Colony, and calls for  
immediate redress. One might contrast the  
behaviour of the public servant in question  
with that of the head of the department whose  
courtesy to the Press, and the help and  
assistance he is ever ready to lend to its rep-  
resentatives, will ever be remembered by those  
whose lot it is to attend to this, the least plea-  
sant of their many duties.

S.S. "YING KING" v. S.S.  
"WING CHAI."

An interesting case is to be heard in the Har-  
bour Master's Court a week to-morrow, a sum-  
mons on behalf of the skipper of the *Ying*  
*King*, (Capt. E. J. Page) having been issued  
against the Captain of the *Wing Chai*, (Capt.  
Samuel Bell Smith), in respect of alleged  
maritime default. Both steamers are engaged  
on the Hongkong-Macao run. Counsel has  
been briefed.

## THE V. R. C. AQUATIC SPORTS.

FIRST DAY.

As briefly outlined, in our issue of yesterday  
evening, the first day's sport in connection with  
the annual aquatic tournament of the V. R. C.  
was most successful, and in almost every instance  
good times were recorded. The stand was  
crowded with enthusiastic natatory devotees,  
and the favourites were heartily applauded as  
the popular predictions were verified. The  
opening event, the half mile championship of the  
Colony, brought out nine competitors, including  
N. H. Alves, last year's champion, and all got  
away in good style, though the tide seriously  
hampered the swimmers on the return. After  
rounding the buoy, J. W. Bailey, the popular  
fancy, came away alone, and, leaving the issue in doubt, won with the great-  
est ease, by ten, or possibly more, lengths.  
The "two lengths" had to be decided to-morrow,  
when the Committee cordially invite the pre-  
sence of ladies. The times made were remark-  
ably good. The heats were won respectively  
by A. Mackie, F. P. Musso, H. S. Kennett, A.  
Loureiro and C. Humphreys. Another highly  
interesting contest was the swim under water  
which again saw J. W. Bailey in the pink of  
condition, winning by four and a-half feet from  
C. J. Cooke. The veteran's race produced a  
good struggle between Meek and W. S. Bailey,  
the former who received four seconds from  
Bailey winning literally "on the post." The  
results of the day's racing were as follows:—  
HALF-MILE COLONY CHAMPIONSHIP.  
Open to all comers. First prize: presented  
by Mr. A. Rodgers; 2nd: by Mr. H. C. Austen.  
Entries:—F. Penny, A. Longman, A. Lum-  
phreys, J. W. Bailey, C. Humphreys, N. H.  
Alves, R. C. Wicheil, C. J. Cooke, and A. V.  
Barros.  
J. W. Bailey ..... 1  
C. J. Cooke ..... 2  
A. V. Barros ..... 3  
Time: 15 mins 40 and 35 secs.

## ARMY, NAVY, POLICE.

Two lengths. Post entries. Non-members.  
Three prizes.

Fisher ..... 1  
Taylor ..... 2  
Time, 45 sec.

## TWO-LENGTH HANDICAP.

First in each heat to swim in final. First  
prize presented by Mr. G. Murray Bain; 2nd  
presented by "Starters."

1st Heat. 2nd Heat.  
H. M. Bain ..... 1  
Go" W. Andrews owes 7 s.  
A. Mackie owes 10 s. H. P. Musso ..... 10 s.  
H. C. Sayer ..... 14 s. E. Humphreys ..... 12 s.  
A. J. Ribeiro ..... 14 s.

3rd Heat. 4th Heat.  
O. R. Chunnutt ..... 10 s. H. C. Austen ..... 7 s.  
H. S. Kennett ..... 13 s. J. R. Pereira ..... 11 s.  
A. V. Barros ..... 17 s. A. Loureiro ..... 11 s.  
H. A. Lammert ..... 13 s.  
N. H. Alves ..... 19 s.

5th Heat.  
C. F. Ozorio ..... owes 10 sec.  
J. A. S. Alves ..... 11 sec.  
J. H. R. Hance ..... 12 sec.  
C. Humphreys ..... 15 sec.

BOYS' RACE.  
Ten to 14 years. A two-length handicap.  
Post entries. Sons and brothers of members  
only. Two prizes.

Albert Ellis ..... 1  
H. Livesey ..... 2  
Time, 1 min. 17 sec.

## SWIM UNDER WATER.

The distance is calculated to the point where  
the water is first broken by any part of the  
body. First prize presented by Mr. W. B.  
Dixon; 2nd presented. Starters:—  
J. Wicheil, E. Humphreys, R. C. Wicheil,  
C. J. Cooke, J. H. R. Hance, F. M. Rosa  
Pereira, J. E. Ellis, J. M. Rosa Pereira.  
J. Wicheil, 141 ft. 9 in. .... 1  
C. J. Cooke, 137 ft. 3 in. .... 2  
E. H. Humphreys, 119 ft. 1 in. .... 3



## TELEGRAMS.

(Reuters.)

## The War.

LONDON, 4th September.

"DIANA" TO DISARM.

News from Saigon says that the Commander of the *Diana* has been ordered by the Russian Admiralty to disarm.

RUSSIAN LOSSES.

General Sakharoff estimates the Russian losses on the 31st ultimo and the 1st instant, at 7,000 and on the 2nd instant, at 3,000.

EVACUATION OF LIAOYANG.

General Kuropatkin wires that it was General Stackelberg's enforced retirement, several kilometres to the west of Liao- yang on the night of the 2nd instant, that caused the evacuation of Liao- yang.

Reuter's correspondent in St. Petersburg wires that General Kuropatkin telegraphed on the evening of the 3rd instant that the greater part of the army, including General Stackelberg's corps which had succeeded in joining the main force, is now to the south of Yentai mines.

## The British Manoeuvres.

Unique Army manoeuvres have begun. General French's force which embarked at Southampton, sails to invade East Anglia where General Lord Methuen defends.

(Manila Cablenews.)

## Operations at Liao- yang.

San Francisco, 1st September.

The scene of the fighting at Liao- yang now covers an extended area, stretching from Shaoyen, ten miles south of Liao- yang, to the neighbourhood of Yentai, about 20 miles north of the Russian centre.

Realizing the desperate nature of the situation Kuropatkin has thrown his whole army into the struggle, only about 20,000 men being held in reserve at Liao- yang.

Desperate fighting is reported near Yentai, where a strong column of Japanese is endeavouring to hold in check reinforcements which are being rushed south.

The battle, which has now raged for three days, is being conducted with very little inter- mission, the Japanese attempting to pierce the Russian lines with a series of continuous as- saults.

The issue of the battle will decide the first campaign of the war and both sides are stak- ing their full strength.

LATER.

The fighting at Liao- yang continues with no perceptible abatement.

The initial successes of the Japanese ad- vanced them within eight miles of the city, and the positions then gained have been held.

Subsequently several desperate assaults on the centre of the Russian position, a few miles east of Liao- yang, were met stubbornly, the Japanese being repulsed at many points with heavy loss.

The Russians are now generally holding their ground in spite of repeated efforts to dis- lodge them.

The Japanese forces have been fighting under great difficulties owing to continuous heavy rains which have greatly impeded their movements and hampered their heavy artillery.

The losses on both sides are reported to be enormous, estimates of the combined casualties varying from 30,000 to 60,000.

## The Russian Retreat.

San Francisco, 2nd September, 1.20 p.m.

The Russians are now in retreat and are fighting desperately, surrounded on all sides by the Japanese.

Kuropatkin is endeavouring to retreat north- ward with his broken army.

The Japanese have effectively intercepted his line of retreat and surrender is believed in- evitable.

To-day, finding the city no longer tenable and being in danger of being cooped up there, Kuropatkin abandoned it.

The Russians were demoralized and conduct- ed the evacuation in great disorder, the troops from the south falling back on the city closely pressed by the Japanese, increasing the con- fusion. Great numbers were killed and many taken prisoners.

Fifteen cannon have fallen into the hands of the Japanese. Later reports are expected to swell the capture of the Japanese.

Kuropatkin is retiring northward and has crossed the Taitse river about five miles north of Liao- yang where he is endeavouring to make a stand.

He is in imminent danger of being forced to surrender as the Japanese hem him in on all sides.

Liao- yang has been occupied by the Japanese. The railroad connection between Liao- yang and Mukden had been broken, the Japanese column which was sent to prevent reinforce- ments reaching Kuropatkin from the north having succeeded in taking up a strong position near Yentai, about 25 miles north of Liao- yang, on the railroad line.

A relieving force advancing from the north has been twice repulsed.

A strong force of Japanese which was thrown across the Russian lines of communications north of Liao- yang, has occupied a point of vantage about fifteen miles northwest of Liao- yang, its left wing resting on the railroad.

PEOPLE are wondering when and how the Pa- cific Mail Company's new liner *Manchuria* will get her crew of Chinese. She requires 250 Celestials to do business, in addition to her white crew, but from all that could be learned yesterday they are not in sight, says a recent issue of a San Francisco exchange. The *Man- golia*, arriving there early in the year from the East, picked up her crew of Chinese at Man- zhanillo, saving time and possible complications that might have arisen if she had taken them aboard in the American port.

## THE WAR.

A WAR PICTURE.

In describing the fighting around Hsimo- cheng, a Russian correspondent paints a pic- ture of soldiers fighting all day long in the stifling dust and the torrid heat. From an eminence on which he stood the correspondent could see, down to the waving millet, the crown of which was so high that squadrons of Japan cavalry wended their way within a quar- ter of a mile of the Russian cavalry, neither side suspecting the proximity of the other. The correspondent could detect the movements of the enemy through the field by the small clouds of dust which were raised. When the Japanese batteries enfiladed the Russian gun- ners the order was given to retire, and Major- General Mischenko's cavalry, a brigade of artillery, and the Barnaul Regiment covered the retreat. The Japanese swarmed into the Barnaul's trenches, coming so close that the Russians actually wrenched the guns from their hands, clubbing the Japanese with their own rifles. Some of the infantry had to cut their way out at enormous sacrifice. One company lost all its officers and most of its men. In addition to the terrific heat of the day and of the battle, the correspondent says that the Russian soldiers suffered dreadfully because they were obliged to carry their heavy overcoats and equipments. The number of sunstrokes was great. To add still further to the misery of the men, the water in their canteens soon became exhausted and the springs were nearly all dried up by the torrid heat. Surgeon Ke- renitch said it was actually so hot that some of his men burned their hands on the brass buttons and buckles of the soldiers as they un- dressed the wounded. Only when night fell did the troops get any relief. The wounded were loaded in Red Cross cars which had been especially arranged for this purpose at Liao- yang.

A Takeshiki despatch states that there can be no doubt that the *Rossia* and *Gromovoi*, which were badly shattered by the Japanese squadron during the engagement off the Tsushima Straits, but managed to return to Vladivostok, are busy pushing forward the work of repair. It is further reported that the repairs to the *Bogatyr*, which recently stranded outside Vladivostok, and would, it was thought, prove a total wreck, have now been completed. Upon the completion of repairs to the other ships, it is thought the Vladivostok squadron may again venture out. By that time, however, it is probable that Admiral Togo will be free to deal with the raiders.—*Kobe Chronicle*.

Vernacular contemporaries remark that dur- ing the naval battle on the 10th ult. Outside Port Arthur the Russians concentrated their fire on the *Mikasa*, the flag-ship of Admiral Togo, and it was because of this fact that she had over 100 officers and men killed or wound- ed, some of the staff of the Admiral being among the latter. Admiral Togo himself escaped unhurt, and after the battle was con- gratulated by his officers on his good fortune. An examination of his clothes after the battle showed, however, that the Admiral must have had a narrow escape, for his coat bore two marks evidently made by splinters from a shell, while his trousers were damaged in a similar way.

## CANTON NOTES.

(From Our Correspondent.)

Canton, 5th September.

KWONG CHAU PREFECT.

The Kwong Chau Magistrate Sham has resumed his office. When Poy, the ex-Nam Hoi escaped, magistrate Sham was removed from office until Poy was brought back to Can- ton. Poy has returned and Sham restored to favour.

## POSTAGE RATES.

The Chinese Imperial Post Office has decid- ed that the time has come to increase the rate of postage. For some time all local letters have been carried at the rate of one half cent the half ounce. Letters to any part of China were carried at the rate of one cent the half ounce. Now these rates are doubled the local letters are charged one cent and China gener- ally two cents the half ounce. The Chinese are not likely to use the local Imperial offices with this increased rate. When half a cent was charged the Chinese availed themselves of the Imperial offices because of the very low rate. But the Imperial post is much slower and not nearly as reliable as the native post. Now that the native and Imperial rates are approximately the same the native post will receive a larger patronage.

## SUICIDE AT 103.

Let me die. I have lived long en- ough. In a state of collapse, feebly muttering the piteous appeal to the nurse, a centenarian com- mitted suicide in Festinon Workhouse recent- ly after a life of adventure, romance, and later- ly of pitiable depression.

The story told to the Merionethshire coroner at the inquest at the workhouse was that the old man, James Burns, whose age was stated to be 103, had given a fellow inmate sixpence and persuaded him to purchase a knife for him, his own having been taken away on his admis- sion into the workhouse.

Early on the Friday morning, when the nurse visited the ward, she found Burns dying from wounds in the throat, which had been inflicted with this new knife, and to her he muttered his appeal to be left alone. Death took place shortly afterwards. The jury found that the man committed suicide while temporarily in- sane.

Burns was an Irishman, who, until about 1850, served in the Navy. Then he earned his living as a hawker, and when nearly an oc- togonarian he met a young woman, half a century his junior, whom he married.

The couple settled down in Portmadoc about 10 years ago, with their three children, but in 1902 the wife and children left him in Chester. Burns was seemingly averse to the removal, and quite courageously entered the workhouse. Later, however, he had longed greatly for his family and had become depressed.—*E.*

## THE S.S. "AUSTRALIEN."

We are courteously informed by the Mes- sageries Maritimes, agents for the French mail steamer *Australien*, that the cause of her delay is due partly to the strike at Marseilles, and partly to a breakdown in her machinery while there. She has, however, now passed Singa- pore, and is due here on Monday next.

## THE U. S. MERCHANT MARINE INQUIRY.

The first session of the Merchant Marine Commission developed the three lines of opinion the subject which divide the friends of American shipping on both seaboard. First of these is in favour of a direct subsidy, which is better called a bounty. The second stands for free ships—that is to say, permission to put the American flag over foreign built ships and grant differential duties on all imports carried by them. The third wants an export bounty per ton ad valorem on all domestic goods carried by American ships.

These three opinions are represented on the Commission itself. As they all aim at the same object it is proper to inquire into the difference between the means they propose for reaching it. The object to be attained is the encourage- ment to be given by the money of the Federal Government to the revival of American ship- ping. The proponents of the three plans will not differ materially as to the annual amount of such money required to effect the purpose.

The first plan is to take it directly from the treasury and apply it to the purpose under such rules of oversight as will protect the expendi- ture. The second is to pay the same amount of money by taking it out of the revenues be- fore they reach the treasury. The third is to put it in the treasury on imports and pay it out as a bounty on exports. The first and third plans have the merit of requiring the building of ships by American labour, so that part of the bounty, by whichever means secured, will go to pay the wages of American mechanics. With this exception the plans all merge into the one issue of a bounty. This being true, that one should be adopted which will be the easiest and most economically apply that bounty to the object sought. It is an augury of success that the friends of the proposition have so nearly reached an agreement that either plan may be adopted with the substantial hope that it will attain the object sought.

It is the belief of many practical men and thinkers that the best of the three plans is the direct bounty, because of its superior economy and its more immediate effect. A differential import duty will require a costly special system of custom-house accounting for ascertainment of the rebate and it will impart great uncertainty to the volume of revenue, which will prevent accuracy of esti- mates as to the prospective resources of the treasury. The export bounty is open to the same objection, as it will require the addi- tion of special facilities to the custom-houses to verify the exports and apply to each its ad valorem share of the bounty. This also leaves the resources of the treasury in doubt, since it is quite impossible to estimate the amount that will be required to pay the bounty, the volume of which will fluctuate with the foreign demand for our products, the *San Francisco Chronicle* observes.

After all, both these plans are to effect the same thing as the first—the provision of a money bounty to revive our merchant marine. We can understand that there is a natural de- sire to get the money in such a way as shall excite the least popular prejudice, and that causes a resort to an indirect bounty system, which may, in the end, cost the people more than if the bounty were direct. If this be so, it will be better for the proposed policy to ap- proach the solution squarely in the beginning by direction and not indirection.

One other merit of a direct bounty is that there are no mysteries about it. It is not half concealed and half disclo- sed. Its features are all in full view from the beginning. If it prove necessary to change after it has been tried, it is easy to go from it to either of the other plans, but a change from either to it would be difficult, and so, if they prove defective and incompetent to accomplish the purpose, there would be danger of a col- lapse on the whole policy.

If free ships are adopted the permission to put them under American register should have a time limit. Free ships would, in our judg- ment, put an end to American ship building. It would disuse and dismantle every yard in the country. It goes without saying that a re- vival of our merchant marine means, or should mean, not only the owning of ships, but also the capacity to build them. To this end the bounty should flow both ways. It should put ships on the stocks in American yards as well as on the sea under the American flag. If we have to resort to foreign builders to buy ships we will have taken but a short step out of our present system, which compels us to resort to the foreign owners of ships to transport our commerce.

Any system that is adopted should provide the payment of part of the bounty to secure the apprenticeship of American boys in seamanship. Our people have lapsed in the seafaring habit. To such an extent has this occurred that nearly all of our merchant crews are foreigners, as are a large percentage of our naval crews. This is caused by the decline of our shipping. Seagoing offers no career satis- factory to American ambition. It is necessary that this be changed.

Much is said about our protective policy as a cause of the decline of our merchant marine, and the deep-sea primacy of Great Britain is cited as an effect of free trade. This is a superficial view. We have followed a policy of protection on land and free trade on deep water. Great Britain has reversed this by having protection on deep water and free trade on land. Her subsidy and bounty system has given her merchant flag primacy of the sea. Our protective system has given us primacy in production on land.

## THE SAGHALIEN CONVICTS.

A REMARKABLE DESCRIPTION.

Last Friday, Anton P. Tschetchoff, one of Russia's ablest journalists and dramatic au- thors, was buried in Moscow. He died at Baden- weiler, where he was undergoing treatment for consumption. His death in the fulness of his powers was unlooked for by the Russian public, and the great concourse of people at his funeral testified to his standing in literary circles and among the general public. Although con- sumption is in the late author's family, for his brother, the well-known caricaturist, died from that scourge, yet many of his friends maintain that Anton Tschetchoff caught the germs of the disease during a tour made through the convict settlement of Saghalien. He described that tour in a very interesting book, entitled *Sagha- lien* written in the form of a diary, and there- from the following extract is taken:—

"The key creaks in the great, clumsy, anti- quated padlock, and I enter into a small chamber, in which there are about a score men. It is the 'kandalnaya' of the Alexan- der Prison, the room for the fettered prisoners, and those therein are all runaways who have been recaptured. They are in rags, unwashed, lettered hand and foot, and shod with worn-out foot-wear, which is wrapped round by rags or string; half of the skull is covered with shaggy hair, the other half is shorn, or the hair is half- grown again. They are all very thin and weak. There are no beds or mattresses, and the men sleep on the bare plank beds. In a corner stands the common commode. Everyone has a petition to make to us; one wishes to be set free, and he promises never again to try to escape; another asks for his fetters to be knock- ed off, and a third wants more bread. In this department there are also 'solitary cells,' and cells for only two or three prisoners. In soli- tary confinement sits Sophie Bluffstein, well- known among the convicts as 'Little Gold Hand,' and who has been condemned lately to three years' hard labour for trying to escape. She is a small, thin woman, with hair already gone grey, and with an old and puckered face. Her hands are fettered; on her plank bed lies a small, grey sheepskin used alike as a quilt and overcoat; she walks across her cell back- wards and forwards, and sniffs ever at the air like a mouse caught in a trap. It is hard to believe that once she was a beauty, and could turn the heads of her warders, as she did at Smolensk, where an inspector helped her to escape and ran away with her. Like all female prisoners, she had at first at Saghalien her own quarters, and could go about at will; but, with the aid of a soldier, whom she captivated, she tried to escape and was caught. While she was free to roam about, several serious crimes took place; thus, a tradesman, Nikitin, was killed and 50,000 roubles were stolen by burg- lars from the Jewish settlement at Yurkoffski; in every case suspicion fell upon 'Little Gold Hand' as having taken part in them, or at least as having known all about them. Still, the authorities could never prove her guilt.

"In the prison at Derbiask lives a former Baroness condemned to hard labour. By her fellow convicts she is called 'The Working Lady'; she leads a modest, active life, and is said to be contented with her lot. A Moscow merchant, who once had a business in the 'Tverskaya,' or main street of that city, said to me with a sigh, 'Ah, the races at Moscow are now on'; then he gave his companions an ac- count of the Moscow races and of the huge crowds that attend them. As he finished the tale he turned himself to me and said: 'I would give the rest of my life just for one glimpse—of Russia? No; of Moscow? No; but for one look at the Tverskaya.' At Derbiask I saw also the 'two cousins by name,' of whom the convicts relate that although each of them bears the name of Yemelyan Samochvaloff, yet each comes from a different Government, and they are not related at all; yet a strange chance has brought them together under the same roof as convicts. In the prison at Duc are many hardened criminals, mostly relapsed evildoers and captured fugitives. One of them, a grey- haired old man of about sixty-five years of age, and named Terechoff, impressed me as being an inveterate villain. He sat in a dark cell. On the eve of my arrival he had been whipped almost to death once more, and when I spoke of it he showed me his back, which was a mass of blue-black bleeding sores. The prisoners told me that Terechoff had killed altogether 60 men. He had a special method. If any new-comer seemed to have a little money Terechoff proposed to him to run away to- gether. If they managed to escape Terechoff used to murder and despoil his comrade in the woods; then, to remove the traces of his crime, he cut the body into pieces, which he threw into the nearest river. As I looked into the heavy lead-cloured eyes of Terechoff and looked at his half-shorn, tapering skull, I could believe these tales of his past life. A 'Little Russian,' who also sat in darkness, amazed me by the audacity with which he de- manded from the Inspector the sum of 195 roubles, which had been taken from his clothes when he was examined last. 'Where did you get the money?' asked the Inspector. 'I won it at cards,' replied the convict, who begged me to plead for him, and he assured me that all the convicts in the prison play cards, while it is not seldom that some of them win so much as three thousand roubles. But the convicts settled at Upper Armudan are the most famous card-players. They have chosen their habitation in a wretched locality, where they manage to exist in the most pitiable way. Sitting idly for the most part in their miserable huts they chat, laugh, and weep by turn or they play cards. As they are very poor, they play for very low stakes, that is, for the few farthings granted to them by the Government, or for a piece of bread or smoked fish. They eat food only when they win; if they lose, then they go hungry to bed. 'Why won't they let us go across to Siberia?' asked one of them. 'What would you do there, for there you would have no opponent for playing cards,' I replied. 'Not at all,' came the answer, 'the real gam- blers are in Siberia.'

"At Korasakoffsk I got to know a convict, Pischtschikoff, who had been condemned to life-long hard labour for having killed his wife, a deed which inspired Glyeb Uspensky to write his tale 'Entre Nous.' Before mar- riage the victim had had an intrigue with a Turk; she bore her husband four children, and when she was pregnant with the fifth, Pischtschikoff, who had known about the Turk all along, had a sudden fit of jealousy and thrashed his wife for six hours with a knout until she was dead. He is now a clerk in the police office, and is regarded as being an industrious, courteous, but reserved man. I visited the little room which he occupied in a peasant's hut; his bed was most tidily kept and covered by a red woollen counterpane, above the bed there hangs the framed portrait of a lady. It was probably his murdered wife's picture. In another peasant's hut there I met a man of forty years clad in a jacket and trousers carefully patched; his shaven chin and the cravat covering a dirty, unstarched shirt led me to suppose that I was speaking with a member of the higher classes. He sat upon a little bench and ate potatoes and salted-meat out of an earthen bowl. He told me his name, which ended in a 'ski,' and I thought he had been an officer formerly. 'You were an officer?' I asked. 'No; I belong to the priest- hood,' was his answer. I did not ask him why he had been deported to Saghalien; if a man, who has been called 'Father John' by his flock, and whose hand his people used to kiss as they asked his blessing, stands before me with a soldier's straight bearing, with his hands at his sides and wearing a cast-off old jacket, then I think more of what he has gone through than of his crime.—*The Globe*.

## COMMERCIAL.

SHARE LIST.

Following are further alterations in Messrs. Benjamin, Kelly & Potts' share quotations no- tified to us after the list had been printed:—

China Fires	...	\$ 87 sa.
Indo-Chinas	...	119 sa. & b.
China Sugars	...	204 b.
Farnhams	...	Tls. 182 sa.
Hongkong Hotels	...	132 b.

## SHANGHAI FREIGHT.

In their report, dated 1st instant, Messrs. Wheelock & Co. state that there is no change to report in their homeward freight market since last writing and shipments in most directions are fairly brisk but more especially to New York via Suez Canal.

Coastwise—Shipowners have certainly got things all their own way just now owing to the scarcity of tonnage available for prompt de- livery; besides a strong demand for trip char- ters in all directions. There is some inquiry from Japan for monthly charters which is being filled at paying rates.

Shanghai advices, of 31st ult., state:—Busi- ness reported:—Shanghai and Hongkew Wharfs at Tls. 153. Indo-Chinas at Tls. 86 for De- cember. Farnham Boyds at Tls. 175 for Sep- tember and Tls. 179 for December. Perak Sugars at Tls. 60. Maatschappij's at Tls. 314 cash and Tls. 326 for December. Astors at \$30 ex. div.

Business done direct:—Shanghai and Hong- kew Wharfs at Tls. 153. Farnham Boyds at Tls. 178 for December. Indo-Chinas at Tls. 84 for October and Tls. 86/86 for December. Maatschappij's at Tls. 313/326 for December. Gas at Tls. 97. Colonies at Tls. 17 for De- cember. Moutries at \$55. Astors at \$30. Lands 6 per cent, Debentures at Tls. 95.

CHINESE in Shanghai who go into the interior and bring down girls to the settlement for immoral purposes meet with warm receptions when detected. The other day an old man was sentenced to seven years and 1,200 blows, 300 at a time. Another to five years' impris- onment and 900 blows, 300 at a time, and a bro- ther keeper was ordered to receive 100 blows on the hand and one month's imprisonment.

## To-day's Advertisements.



PUBLIC AUCTION.

THE Undersigned have received instruc- tions to Sell by PUBLIC AUCTION, ON

WEDNESDAY AND THURSDAY, the 14th and 15th September, 1904, at 10 A.M. each day, at

H. M. NAVAL YARD, SUNDRY NAVAL, VICTUALLING, OBSOLETE AND CONDEMNED STORES,

Comprising:—BOATS, ENGINES AND BOILERS, BRASS, COPPER, IRON, PAPER STUFF, CANVAS, FURNITURE, PROVISIONS, IMPLE- MENTS, &c.

Catalogues will be issued.

TERMS OF SALE:—As customary.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 6th September, 1904. [1012]

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

1904. About

"ATHOLL" ..... 16th September.

"SAGAMI" ..... 30th

"HINDUSTAN" ..... 8th October.

For Freight and further information, apply to

DODWELL & CO., LIMITED, Agents.

Hongkong, 6th September, 1904.

## To-day's Advertisements.

PRELIMINARY NOTICE.

THE Undersigned have been instructed by owner to sell by PUBLIC AUCTION at an early date, in One Lot, unless disposed of by Private Treaty,

COMPLETE SET OF MOORINGS

made to special order, by the (late) Oriental Dock Company, Shanghai, having been used during the High Water Season at Ichang (current from 8.4 miles) by H.M.S. *Woodlark* and *Stiffie*, F. G. V. *Olry* and others.

The Moorings are in excellent condition and consist of a steel 4' 6" Buoy 2' 6" Diameter, 20 fathoms 4 Chain Bridle with all necessary swivels (7) connecting to two to fathom lengths of 4 Chain shackling on to special heavily made Chinese Pattern Anchors (in place of Foreign Anchors originally supplied) together with sundry spare Anchor-buoys (bamboo with iron shod ends and swivels, etc., etc).

The special attention of Steam Launch and Yacht-owners and others is drawn to this favourable opportunity of securing a complete outfit of Moorings.

For further particulars, please apply to—

GEO. P. LAMBERT,

Auctioneer.

Hongkong, 6th September, 1904. [1013]

\* \* This advertisement will only appear once.

## WANTED.

A DOCTOR for the S.S. "CLAYERING" running between HONGKONG and MEXICO.

Apply to—

J. S. VAN BUREN,

Superintendent.

Hongkong, 6th September, 1904. [1010]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG"

Captain G. S. Weigall, will be despatched as above, on FRIDAY, the 9th instant, at 4 P.M. This Steamer has Superior Accommodation for First-class Passengers, and is fitted through- out with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; CO.

General Managers.

Hongkong, 6th September, 1904. [1011]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"AUSTRALIEN"

Captain Veron, will be despatched for the above Ports, on or about MONDAY, the 13th instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX,

Agent.

Hongkong, 6th September, 1904. [9]

"SHIRE" LINE STEAMSHIP CO.

FOR HAVRE, LONDON AND ANTWERP.

THE Company's Steamship

"MERIONETHSHIRE."

Captain G. C. Cundy, will be despatched for the above Ports, on or about TH



## Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LD.

## JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

## OUTWARDS.

FROM	STEAMERS	DUZ
GLASGOW and LIVERPOOL	"PINGSUEY"	17th September.
GLASGOW and LIVERPOOL	"ACHILLES"	24th September.
GLASGOW and LIVERPOOL	"DEUCALION"	1st October.
GLASGOW and LIVERPOOL	"ULYSSES"	8th October.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"GLAUCUS"	13th September.
* GENOA, MARSEILLES & L'POOL	"IDOMENEUS"	22nd September.
LONDON, AMSTERDAM & ANTWERP	"TYDEUS"	27th September.
LONDON, AMSTERDAM & ANTWERP	"PATROCLUS"	11th October.
* GENOA, MARSEILLES & L'POOL	"ALCINOUS"	22nd October.
LONDON, AMSTERDAM & ANTWERP	"PINGSUEY"	25th October.

## TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"DEUCALION"	3rd October.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 6th September, 1904.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TAMING"	7th September.
CEBU and ILOILO	"KAIFONG"	10th "
KOBE	"CHINGTU"	13th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	18th "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly  
qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian  
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT.)

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 6th September, 1904.

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila.—Saloon amidships—Electric  
Light—Perfect Cuisine—Surgeon and Stewardess carried.  
—All the most up-to-date arrangements for comfort of  
Passengers.CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SAURDAY, 17th Sept., at 10 A.M.
RUBI	2540	R. W. Almond	—	SAURDAY, 24th Sept., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 3rd September, 1904.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND  
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,  
FOR

## PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail on
"ARAGONIA"	5,198	Schmidt	September 14th, 1904.
"NUMANTIA"	4,370	—	October 10th, "
"NICOMEDIA"	4,370	Wagner	October 27th, "
"ARABIA"	4,483	Bahle	November 10th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and  
United States Ports. For through rates of Freight and further information, communicate  
with or apply to

ALLAN CAMERON, General Agent.

## HONGKONG-MACAO LINE.

S.S. "WING CHAI,"  
Captain SAMUEL BELL SMITH.DEPARTURES from Hongkong, on Week  
Days, at 7.30 A.M. on Excursion Sundays,  
at 8.30 A.M.; from Macao, Week Days at about  
2 P.M. and Sundays about 7.30 P.M.FARE:—(Week Days) 1st Class (including  
cabin and servant), \$3; Return Ticket, \$5.  
2nd Class, \$2; 3rd Class, 50 cents.On Excursion Sundays, 1st, 2nd, 3rd Class  
Single Ticket, \$2; Return Ticket, \$3. Return  
Ticket including "Fifth and Dinner" either on  
Board or at Macao Hotel, \$5. On Sundays,  
\$5 extra will be charged for each cabin with  
accommodations for two or more passengers.WHARF:—At the Western end of Wing Lok  
Street. The Steamer runs an Excursion Trip EVERY  
SUNDAY. It takes only 3½ hours to reach  
Macao.MING ON & CO.,  
2nd Floor, No. 16, Victoria Street.

Hongkong, 1th January, 1904.

## HONGKONG-CANTON LINE.

THE British Steamship  
"YING KING,"Captain E. I. Page, of 1,088 tons, Registered,  
is the newest, fastest, and most luxuriously fur-  
nished steamer on the line and is lighted  
throughout with Electricity; hot and cold water  
service. The cuisine is unexcelled.Leaving Hongkong every MONDAY,  
WEDNESDAY and FRIDAY EVENING,  
at 9 P.M. and returning from Canton every  
following evening at 5 P.M.1st Class.....\$3.00 for Single Journey.  
2nd ".....1.50  
Meals.....1.00 each.The steamer's wharf is at the Western end  
of Wing Lok Street.YUK ON S.S. CO., LD.,  
No. 216, Wing Lok Street.WENDT & CO.,  
Canton Agents.

Hongkong, 24th June, 1904.

## Shipping—Steamers.

CHINA NAVIGATION COMPANY,  
LIMITED.

## AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,  
From 1st January, 1904.ALSO REDUCED FARES TO  
MANILA AND RETURN.STEAMERS fitted throughout with Electric  
Light. First Class Accommodation. Un-  
rivalled Table. Duly qualified Surgeon carried.BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 1st February, 1904.

## STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain  
"KWONG CHOW".....1,309...J. P. MARTIN.  
"KWONG TUNG".....1,438...H. W. WALKER.  
Leave Hongkong for Canton at 8.30 Every  
Evening (Saturday excepted).  
Leave Canton for Hongkong about 5 o'clock  
Every Evening (Sunday excepted).  
These Fine New Steamers have unexcelled  
Accommodation for First Class Passengers and  
are lit throughout by Electricity.Passage Fare—Single Journey.....\$4  
Meals.....(Each) 1The Company's Wharf is a Short Distance  
West of the Harbour Master's Office.SHIU ON S.S. CO., LD., and  
YUEN ON S.S. CO., LD.,  
No. 8, Queen's Road West.  
Hongkong, 17th February, 1904.INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.FOR SINGAPORE, PENANG AND  
CALCUTTA.

THE Company's Steamship

"KUMSANG."

Captain E. J. Buller, will be despatched as above,  
on THURSDAY, the 8th instant, at 3 P.M.,  
instead of as previously advertised.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, 5th September, 1904.

AMERICAN ASIATIC STEAM-  
SHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"EPSOM,"  
Captain J. Cox, will be despatched for the  
above Port, on or about FRIDAY, the 9th  
September, to be followed by the Steamship  
"CLAVERBURN,"

on or about TUESDAY, the 18th October.

For Freight, apply to

SHEWAN, TOMES & Co.,  
General Agents.

Hongkong, 31st August, 1904.

NAVIGAZIONE GENERALE ITALIANA,  
(Florio and Rubattino United Companies).STEAM FOR  
BOMBAY VIA SINGAPORE AND  
PENANG.Having connection with Company's Mail  
Steamers to ADEN, SUEZ, PORT SAID,  
MESSINA, NAPLES, LEGHORN,  
and GENOA.ALSO  
VENICE and TRIESTE, all MEDITER-  
RANEAN, ADRIATIC, LEVANTINE,  
and SOUTH AMERICAN PORTS  
up to CALLAO.Taking Cargo at through Rates to PERSIAN  
GULF and BAGDAD, also BARCE-  
LONA, VALENZA, ALICANTE,  
ALMERIA and MALAGA.

THE Steamship

"ISCHIA,"  
Capt. Maganini, will be despatched as above,  
on SATURDAY, the 10th instant, at Noon.At BOMBAY, the Steamer is discharging in  
VICTORIA DOCK.For further Particulars regarding Freight  
and Passage, apply toCARLOWITZ & Co.,  
Agents.

Hongkong, 5th September, 1904.

FOR SINGAPORE, PENANG AND  
CALCUTTA.

THE Steamship

"ARRATOON APCAR,"  
Capt. E. Fey, will be despatched for the above  
Ports, on TUESDAY, the 13th inst., at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED,  
Agents.

Hongkong, 5th September, 1904.

REGULAR STEAMSHIP SERVICE  
TO NEW YORK,  
VIA PORTS AND SUEZ CANAL.PROPOSED SAILINGS FROM HONGKONG  
1904"ATHOLL".....17th September.  
"SAGAMI".....30th  
"HINDUSTAN".....7th October.For Freight and further information, apply  
toDODWELL & Co., LIMITED,  
Agents.

Hongkong, 4th September, 1904.

## Mails.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

## STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND  
LONDON.(Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL, AMERI-  
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"CHUSAN,"

Captain A. Thompson, carrying His Majesty's  
Mail, will be despatched from this for  
BOMBAY, on SATURDAY, the 10th Sept.,  
at Noon, taking Passengers and Cargo for the  
above Ports in connection with the Company's  
S.S. *Marmora*, 10,300 tons, from Colombo,  
Passengers' accommodation in which vessel is  
secured before departure from Hongkong.Silk and Valuables, all Cargo for France  
and Tea for London (under arrangement) will  
be transhipped at Colombo into the Mail  
steamer proceeding direct to Marseilles and  
London; other Cargo for London &c., will be  
conveyed from Bombay by the R.M.S. *Oriental*,  
due in London on the 23rd October.Parcels will be received at this Office until  
5 P.M. the day before sailing. The Contents and  
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 27th August, 1904.

## NORTHERN PACIFIC LINE.

## BOSTON STEAMSHIP COMPANY.

## BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY  
COMPANY.PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA, B.C., AND TACOMA,  
VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
<i>Pleides</i> .....	3,753	F. G. Purington	Sept. 17
<i>Shawmut</i> .....	9,606	W. M. Smith	Sept. 24
<i>Tremont</i> .....	9,606	T. W. Garlick	Oct. 1
<i>Tremont</i> .....	9,606	T. W. Garlick	Oct. 8
<i>Lyra</i> .....	4,417	G. V. Williams	Oct. 15
<i>Hyades</i> .....	3,753	Geo. Wright	Oct. 22

Cargo only.

Steamers marked (\*) have no second-class  
passenger accommodation.

## FOR MANILA.

The largest, steadiest, and most comfortable  
steamer for Manila.*Tremont*..... 9,606 T. W. Garlick. Sept. 15CHEAP FARES, EXCELLENT ACCOMMODATION,  
ATTENDANCE AND CUISINE, ELECTRIC  
LIGHT, DOCTOR AND STEWARDESSES.The twin-crew s.s. *Shawmut* and *Tremont*  
have just been fitted with very superior accom-  
modation for first and second class passengers.  
The large size of these vessels ensures steadiness  
at sea. Electric fan in each room.Barber's shop and steam-laundry. Cargo  
carried in cold storage.

For further information, apply to

DODWELL & Co., LIMITED,  
General Agents.

Queen's Buildings.

Hongkong, 3rd September, 1904.

## Consignees.

## PACIFIC MAIL STEAMSHIP COMPANY.

## NOTICE.

CONSIGNEES OF CARGO per Steamship

"CHINA."

The above Steamer having arrived, Consig-  
nees of Cargo are hereby requested to send in  
their Bills of Lading for countersignature, and  
to take immediate delivery of their Goods from  
alongside.Cargo impeding discharge and undelivered  
by WEDNESDAY, the 7th instant, at 5 P.M.,  
will be landed and stored at Consignees' risk  
and expense.

No Fire Insurance will be effected.

E. W. TILDEN,  
Agent.

Hongkong, 3rd September, 1904.

## TOYO KISEN KAISHA.

## NOTICE.

CONSIGNEES OF CARGO per Steamship

"AMERICA-MARU"

The above Steamer having arrived, Consig-  
nees of Cargo are hereby requested to send in  
their Bills of Lading for countersignature, and  
to take immediate delivery of their Goods from  
alongside.Cargo impeding discharge and undelivered  
by SATURDAY, the 3rd instant, at 5 P.M.,  
will be landed and stored at Consignees' risk  
and expense.

No Fire Insurance will be effected.

E. W. TILDEN,  
Agent.

Hongkong, 2nd September, 1904.

## Consignees.

NOTICE TO CONSIGNEES.  
"SHELL" LINE OF STEAMERS.FROM ANTWERP, MIDDLESBRO,  
LONDON, AND STRAITS.

THE Steamship

"BULYSES"

having arrived from the above Ports, Consig-  
nees of Cargo by her are hereby informed that their  
Goods are being landed at their risk into the  
Godowns of the Hongkong and Kowloon Wharf  
and Godown Co., Limited, at Kowloon, where  
each consignment will be sorted out mark by  
mark and delivery can be obtained as soon as  
the Goods are landed.

No Fire Insurance will be effected.

All damaged packages must be left in the  
Godowns, and a certificate of the damage  
obtained from the Godown Company within  
ten days after the steamer's arrival, after which  
no claims will be recognised.McGREGOR BROS. & GOW,  
Agents.

Hongkong, 5th September, 1904.

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

"NANKIN,"  
FROM BOMBAY, COLOMBO AND  
STRAITS.Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark,  
and delivery can be obtained as soon as the  
Goods are landed.This vessel brings on Cargo—  
From Persian Gulf, ex B.I.S.N. and B. & P.  
S. N. Co.'s Steamers.Goods not cleared by the 8th instant, at  
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in  
any case whatever.Damaged Packages must be left in the  
Godowns for examination by the Consignees'  
and the Company's representative at an ap-  
pointed hour.All claims must be presented within ten  
days of the steamer's arrival here after which  
date they cannot be recognised.No claims will be admitted after the goods  
have left the Godowns.E. A. HEWETT,  
Superintendent.

Hongkong, 2nd September, 1904.

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

"JAPAN,"  
FROM ANTWERP, LONDON, PORT  
SAID, SUEZ AND STRAITS.Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out Mark by Mark,  
and delivery can be obtained as soon as the  
Goods are landed.Optional Goods will be landed here unless  
instructions are given to the contrary before  
4 P.M. TO-DAY.Goods not cleared by the 8th instant, at  
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in  
any case whatever.Damaged Packages must be left in the  
Godowns for examination by the Consignees'  
and the Company's representative at an ap-  
pointed hour.All claims must be presented within ten days  
of the steamer's arrival here after which date  
they cannot be recognised.No claims will be admitted after the Goods  
have left the Godowns.E. A. HEWETT,  
Superintendent.

Hongkong, 1st September, 1904.

BRITISH-INDIA STEAM NAVIGATION  
COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PALAMCOTTA,"

having arrived from the above Ports, Consig-  
nees of Cargo by her are hereby informed that their  
Goods will be delivered from alongside.Cargo impeding the discharge or remaining  
on board after 4 P.M. the 3rd instant, will be  
landed at Consignees' risk and expense into  
Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by  
JARDINE, MATHESON & Co.,  
Agents.

Hongkong, 2nd September, 1904.

NORDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES

THE Steamship

"BAYERN,"  
of the NORDEUTSCHER LLOYD,  
having arrived, Consignees of Cargo are hereby  
informed that their Goods, with the exception  
of Opium, Treasure and Valuables, are being  
landed and stored at their risk into the Godowns  
of the Hongkong and Kowloon Wharf and  
Godown Company, Limited, Kowloon, whence  
delivery may be obtained.Optional Cargo will be forwarded unless  
notice to the contrary be given before 10 o'clock  
to-morrow morning.No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 6th of September, will be  
subject to rent.All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on TUESDAY, the 6th September,  
at 9.30 A.M.All Claims must reach us before the 12th  
of September, or they will not be recognised.

No Fire Insurance will be effected.

B



**CRAIG BURN**

**Hongkong.**

**Passengers departed.**  
*Per Mancho*, for Saigon—Messrs. Francis  
 mer, A. Fetterer, Jean Corfec, and 3 Chinese.  
 for Singapore—Messrs. John W. Breadley,  
 nest Koppen, Mr. and Mrs. H. G. Bur  
 sses Florine, R. Ehrlich, Mr. Hyder  
 mohamed, 8 Indians, and 1 Chinese. Fo  
 lombo—Rev. Adrien Jean. For Marseille  
 Messrs. Luis dos Santos and Henri Maria L

19th August—*Yarra*, *Mata*, *Seyd*.  
23rd August—*Glenturret*, *Gloucester*.  
27th August—*Roon*, *Satsuma*, *Yang*.  
30th August—*Tonkin*.

ng	...	...	...	surveying ship	...	...
cock	...	...	...	torpedo boat destroyer	...	...
lark	...	...	...	river gunboat	...	...
	...	...	...	river gunboat	...	...

Lieut. A.  
 Sprrier, Col. G. H.  
 atech, Major G. A.  
 elloway, A. D.  
 A. K.  
 ibert, Mr. and Mrs.  
 amilton, Major  
 asan, Mr.  
 borow, Mr.  
 dig, D.  
 ices, H. U.  
 eph, Mr. and Mrs.  
 eling, Major C. L.  
 rin, R.  
 Donald, Mr. and Mrs.  
 J.  
 ase, Major  
 oxon, Mr. and Mrs.  
 Harber, Mr.  
 lford, Consul E.  
 tland, M.

Yemuro .....	6 a.m.	29.92	—	—	N	6	—
Hakodate .....	"	29.89	—	—	E	2	—
Tokio .....	"	29.94	—	—	—	0	—
Kochi .....	"	29.87	—	—	NE	2	—
Nagasaki .....	"	29.87	—	—	SE	4	—
Kagoshima .....	"	29.87	—	—	NE	4	—
Oshima .....	"	29.92	—	—	S	2	—
Naha .....	"	29.89	—	—	—	—	—

Barometer .....	29.90	29.82
Temperature .....	85	85
Humidity .....	76	72

NAME.	CLASS.	TONS.	GUNS.	I.H.P.	CAPTAIN.	LAST REPORTED AT
Alacrity	despatch-vessel	1,700	4	3,000	Commander O. de B. Brock	Shanghai
Albion	battleship, 1st class	12,950	16	13,500	Captain Sydney R. Freeman	Wei-hai-wei
Algerine	sloop	1,050	6	1,400	Commander R. Nugent	Schanghai
Amphitrite	cruiser, 1st class	11,000	16	18,000	Captain Charles Windham, C.V.O.	Wei-hai-wei
Andromeda	cruiser, 1st class	11,000	16	16,500	Captain R. Nelson Osmanney	Wei-hai-wei
Astraea	cruiser, 2nd class	4,360	10	7,000	Captain Lionel G. Tufnell	Singapore
Bramble	gunboat, 1st class	710	6	1,300	Lieut.-Commander Oscar M. Makin	Wei-hai-wei
Britomart	gunboat, 1st class	710	6	1,300	Lieut.-Commander T. D. Pratt	Yangtze
Cestertion	battleship, 1st class	10,500	14	13,000	Captain Fegan	Wei-hai-wei
Cressy	cruiser, 1st class	12,000	14	21,000	Captain Henry M. Tudor	Wei-hai-wei
Cyclops	water tank and tug	390	—	300		Hongkong
Edgible	sloop	1,070	10	1,400	Commander Ernest Barton	Mis Bay
Fame	torpedo boat destroyer	306	6	5,700	Lieut.-Commander C. Asser	Wei-hai-wei
Farless	cruiser, 2nd class	1,820	12	3,200	Commander I. V. Lewes, D.S.O.	Wei-hai-wei
Glorious	battleship, 1st class	12,950	16	13,100	Captain W. A. Carter	Wei-hai-wei
Handy	torpedo boat destroyer	275	6	4,000		Hongkong
Hart	torpedo boat destroyer	275	6	4,000	Lieut. Jellicoe	Wei-hai-wei
Humber	sloop	1,640	—	800	Lieut. P. M. Radford	en route Weihaiwei
phigenia	cruiser, 2nd class	3,680	8	7,000	Captain William B. Fawcett	Shanghai
innatus	torpedo boat destroyer	328	6	5,900	Lieut.-Commander J. A. Gregory	Wei-hai-wei
Kanaba	river gunboat	85	4	—	Lieut.-Commander G. B. Powell	Yangtze
Leviathan	cruiser, 1st class	14,100	18	34,792	Captain F. G. Kirby	en route Weihaiwei
Moorhen	river gunboat	180	2	800	Lieut.-Commander F. B. Noble	West River
Ocean	battleship, 1st class	12,950	16	13,500	Captain T. G. Green, K.N.	Wei-hai-wei
Oiler	torpedo boat destroyer	350	6	6,300	Commander W. H. Nicholson	Hongkong
phoenix	sloop	1,015	6	1,400	Commander C. E. Moore	Yangtze
hammer	surveying-vessel	835	6	650	Lieut.-Commander Robert E. Vaughan	en route Labuan
Kobin	river gunboat	85	3	240	Commander V. van	Hongkong
Kosario	sloop	980	6	1,400	Lieut.-Commander H. H. Moore	West River
andwiper	river gunboat	85	2	240	Captain C. H. H. Hoot	Hongkong
Andrus	cruiser, 2nd class	3,600	8	7,000	Lieut.-Commander Davidson	Yangtze
Alpide	river gunboat	85	3	240	Fleet Reserve	Hongkong
akti	torpedo boat destroyer	250	6	6,500	Commodore Dicken	Hongkong
amar	receiving ship	4,650	6	—	Lieut.-Commander E. V. Dugmore	Yangtze
eal	river gunboat	180	3	800	Captain Arthur T. Stuart	Hongkong
eripible	priser, 1st class	14,200	18	35,000	Captain J. A. C. Wilkinson	Yangtze
etia	cruiser, 2nd class	3,400	8	9,000	Lieut.-Commander R. H. Keate	Hongkong
wood	coast defence gunboat	363	3	200	Captain Leslie Stuart, C.M.G.	Wei-hai-wei
engance	battleship, 1st class	12,950	10	13,500	Commander S. St. John Farquhar	Yangtze
estral	sloop	980	6	1,400		Hongkong
erage	torpedo boat destroyer	355	6	6,300	Lieut.-Commander Ernest C. Hardy	Shanghai
erawich	surveying ship	620	4	450	Lieut.-Commander H. M. Wells	Wei-hai-wei
eriding	torpedo boat destroyer	360	6	5,900	Lieut.-Commander Hugh Somerville	Yangtze
oodcock	river gunboat	150	2	550	Lieut.-Comm. de la Waon	Yangtze
oodlark	river gunboat	150	2	550		Yangtze

\* Flag of Admiral Sir Gerard H. Noel, Commander-in-Chief,  
† Flag of Rear-Admiral the Hon. A. G. Carson-Howe, C.B., C.M.G.



## Intimation.

# CHAZALON & CO.

WINE AND SPIRIT MERCHANTS,  
AND  
GENERAL STOREKEEPERS,  
(SUCCESSORS TO G. GIRAULT)

6, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong public that we have just received by the French Mail Steamer *Ernest Simons*.

We specially recommend these products to our clients as they are of the first quality.

We have also received PRESERVED FRUITS of the finest brands.

STRAWBERRIES IN JUICE.....Per Bottle \$1.50

CHERRIES " " " " " " 1.50

ASSORTED FRUIT " " " " " " 1.50

CHERRIES IN BRANDY....." " " " 1.75

APRICOTS " " " " " " 1.75

PLUMS " " " " " " 1.75

CRYSTALLIZED FRUIT of the First Quality at \$1.50 the Box of 1 lb.

We specially recommend the above to amateurs and connoisseurs.

Messrs. CHAZALON & Co. are renowned for the excellence of the Goods they offer to the public and the firm defies competition either in quality or price.

We also desire to inform the public that we have just received a consignment of WINE in Barrels which we are able to offer at the exceedingly low price of \$45 per Cask of 210 litres.

In a few days we shall have on sale a special preparation for mixing with a Wine that is clouded in the cask so that it becomes perfectly clear when bottled.

FOR  
BLACK and WHITE WHISKY.



- PRICES -

BUCHANAN BLEND \$12.50 per Case. BLACK and WHITE \$16.50 per Case.  
ROYAL HOUSEHOLD \$10.50 per Case.

## ARQUEBUSADE WATER

OF THE

HERMITAGE OF THE MARIST BROTHERS;  
OR IMPROVED VULNERARY LIQUOR.

Invigorating, Stimulating, Hygienic, Aromatic, of an acknowledged and quite exceptional efficacy.

The Arquebusade Water, known and appreciated throughout the greater part of France and abroad, justifies more and more the great fame it has acquired.

## USE OF THE ARQUEBUSADE WATER.

**INTERNALLY.**—From two to three spoonfuls in a glass of cold water, pure or sweetened, after falls, bruises, cuts, fractures, luxation, tearing of tissues, faintings, burnings, swoons, plague and cholera. For the last two cases it must be taken pure, six spoonfuls at a time. Experience justifies its efficacy as a preventive remedy against mortification and quinsy. The dose may be repeated several times a day.

The same dose, in a glass of hot and aerated water, instantly removes the fatigue of either a journey or a walk, is a great appetizer and often prevents colds.

Taken in an infusion of melissa, hyssop, ground-ivy, or violets, it is an efficacious remedy against gripes, difficult digestion, pains in the stomach, &c.

Taken pure after meals it is salutary to old people by warming their stomach, rendered cold by age, and accelerates digestion; but it is less suited to nervous persons and children to whom it must never be given without being well diluted with water.

**EXTERNALLY.**—It is a capital remedy against sprains, cuts, bruises, excoriation, burnings, fractures, any fresh wound, danger of mortification, healing of the feet, irritation of the skin after a walk.

Whenever it is possible rub hard with this liquid. A compress is saturated with it and applied on the affected part which is kept moistened by sprinkling it with this Water.

In case of wounds, after the dressing made with the Arquebusade Water, sprinkle the compress with a mixture of the Liquor and fresh water in equal parts.

It is also very advantageously used in frictions and in compresses used in headache, rheumatic and neuralgic complaints. For these last it is good to warm somewhat the liquid before being applied.

The ARQUEBUSADE WATER is of public interest, approved and recommended by the most eminent physicians of France, commends itself to all those who are anxious about their health in these countries where plague and cholera make often dreadful havoc.

PRICE:

The Litre ..... \$5.00  
The Half-Litre ..... 2.50

CHAZALON &amp; CO.

Sole Agents for Hongkong, China and Japan.

Hongkong, 1st September, 1904.

## SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY &amp; POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 2.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$10,000,000 \$7,000,000 \$350,000	\$1,492,534	{ Div. of £1.10/- @ exchange 1/9 15/16 } { \$16.41 for first half-year 1904..... }	6 1/2 %	{ \$650 } { London £66 1/2 }
National Bank of China, Limited (Founders)	4,453,750	£10 £1	£8 £1	\$175,533 \$191,973	\$21,668	{ \$2 (London 3/6) for 1903..... } { None..... }	5 1/2 %	{ \$19 } { \$10 }
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000 \$160,143 \$784,445 \$906,872 \$900,000	\$1,059,926	\$32 for 1902.....	5 1/2 %	\$577 1/2 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$151,992 \$331,342 \$322,131	NIL	\$4 for year ended 30.4.1903.....	6 1/2 %	\$63 sellers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 500,000 Tls. 31,850	Tls. 271,589	Final of £1 making £2 for 1902.....		Tls. 67 1/2 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000 \$37,791	\$486,284	\$12 for 1902.....	9 1/2 %	\$135
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,300,000 \$50,000	\$110,551	\$15 for 1902.....	7 %	\$212 buyers
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,700,288 \$1,000,000	\$371,110	\$22 1/2 for 1902.....	7 %	\$325 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$125,673 \$2,50	\$329,047	\$6 dividend & \$1 bonus for 1902.....	8 %	\$88
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$250,000 \$600,000 \$157,553	\$16,362	\$1 1/2 for first half-year 1904.....	10 %	\$30 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£200,000 £100,000	£5,855	\$5 for 1903.....	5 %	\$117 buyers
China and Manila Steamship Company, Limited	30,000	\$50	\$50	none	Dr. \$63,123	\$5 for 1900.....		\$26 1/2
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000 \$80,935	NIL	\$3 for year ended 30.6.1903.....	8 1/2 %	\$36 1/2 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$60,000 \$15,093	\$1,287	{ \$1.80 & b. 40 cts } for year ending 30.4.04 { \$0.90 & b. 20 cts..... }	5 1/2 % 4 %	{ \$40 buyers } { \$30 buyers }
Straits Steamship Company, Limited	5,000	\$100	\$100	\$400,000 \$21,075 \$18,000 \$130,153	\$33,648	\$5 for 2nd 1/2-year making \$13 for 1903.....	8 1/2 %	\$155 sellers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£4,000,000 £19,555	£19,555	Interim of 1/- (Coupon No. 4) for 1903.....	4 1/2 %	24/-
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 98,000 Tls. 201,614	Tls. 865	Interim of Tls. 1 1/2 for 1904.....	12 %	Tls. 25 buyers
Shanghai Tug and Lighter Company, Limited (Preference)	200,000 100,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904.....	9 1/2 % 7 1/2 %	Tls. 46 buyers Tls. 45 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Interim of \$5 for 1904.....		\$202 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897.....		\$64 sales
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 2 1/2 for year ending 30.9.03.....	4 1/2 %	Tls. 60 sales
MINING.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	{ Fcs. 251,337 } { Fcs. 1,529,652 }	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903.....		\$490
Raub Australian Gold Mining Company, Limited	150,000	£1	18/10	£4,873	Dr. £7,236	No. 12 of 1/-.....		\$6 1/2 buyers
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£20,000	£6,671	No. 2 of 1/-.....		Tls. 6 1/2 buyers
DOCKS, WHARVES & GODOWNS.								
Hongkong & Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$25,500	\$505,471	{ \$6 dividend and \$2 bonus for first half- } year 1904	6 1/2 %	\$226 sellers
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	Tls. 7 final - Tls. 12 for year end. 30.4.04.....	7 %	Tls. 180 sa. & b.
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$19,950,000	\$43,732	\$6 for 2nd half year 1903.....	4 1/2 %	\$250
Riley Hargreaves & Co., Limited (Preference)	6,000 2,750	\$100	\$100	\$150,000	\$49,936	{ \$10 div. and \$2 1/2 bonus } for 1903.....	6 1/2 %	\$200 sellers
Howarth Erskine, Limited	12,000	\$100	\$100	\$14,000 \$50,989	\$29,926	{ \$5 dividend..... } { \$10 div. & \$2 1/2 bonus for 1902/3..... }	6 %	\$110
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	30,000	\$50	\$50	\$20,000 \$250,000	\$28,015	Interim of \$2 1/2 for 1904.....	4 1/2 %	\$113 buyers
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 487,210 Tls. 59,913	Tls. 22,895	Interim of Tls. 4 for 1904.....	7 %	Tls. 153 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	Tls. 18 for 1903.....	9 1/2 %	Tls. 190 sales
New Amoy Dock Company, Limited	6,000	\$50	\$50	\$55,500	\$489	\$1 1/2 for 1903.....	4 1/2 %	\$27 1/2
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000	\$51,966	Interim of \$6 for 1904.....	8 %	\$154 sellers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	{ Tls. 800,000 } { Tls. 150,000 } { Tls. 17,144 }	Tls. 37,634	Interim of Tls. 3 for 1904.....	7 1/2 %	Tls. 111 sellers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 772,600	Tls. 325	Interim of Tls. 3 for 1904.....	7 %	Tls. 125 sales
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none		Interim of Tls. 2.....		Tls. 55
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$636	\$2.60 for 1903.....	7 1/2 %	\$38 buyers
Wei-hai-wei Land and Building Company, Limited	3,784	Tls. 25	Tls. 25	none	Tls. 5,150	None.....		Tls. 10
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,362	Interim of \$1 1/2 for 1904.....	5 %	\$61 sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$11,824 \$20,000	\$11,668	\$5 for first half-year 1904.....	7 1/2 %	\$131 buyers
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 41,000	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903.....	6 %	Tls. 150 sales
Astor House Hotel Company, Limited (Shanghai)	30,000	Tls. 25	Tls. 25	none	\$9,880	\$2 1/2 for year ended 30.6.1904.....	7 1/2 %	\$33 1/2 sales
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,956	Tls. 680	Tls. 8 1/2 for the year ending 31.3.1904.....	5 1/2 %	Tls. 151 buyers
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	none		First year.....		Tls. 25
Tientsin Hotel, Limited (in liquidation)	600	\$20	\$20	none	\$1,089	\$5 for the year ending 28.2.1903.....	12 1/2 %	\$40
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3 1/2.....		Tls. 40 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$200,607 } { \$50,000 }	\$99,177	90 cents for 1903.....	7 1/2 %	\$13 sellers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903.....	12 1/2 %	Tls. 30
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 30,098	Tls. 88,034	Interim of 3 1/2 a/c 1898.....		Tls. 25 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 15,500	Interim of 4 1/2 a/c 1898 on 6,000 shares.....		Tls. 32 1/2 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,658	Tls. 26,389	4 % for 1897.....		Tls. 150
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$11,121	{ Final of 60 cents making \$1 for the } year ending 31.7.03	8 1/2 %	\$12 sellers
CIGARS AND TOBACCO COS.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 } { Tls. 25,000 }	Tls. 1,091	Interim of Tls. 3.....	9 1/2 %	Tls. 67 sales
Alhambra, Limited	300	\$200	\$200	\$43,000	\$57	\$125 for year ending 30.6.1900.....		\$190 sellers
Philippine Company, Limited	67,500	\$10	\$10			First year.....		\$91
MISCELLANEOUS.								
Green Island Cement Company, Limited	100,000	\$10	\$10	\$350,000	\$32,115	\$1.50 for 1903.....	5 %	\$30 1/2
China-Borneo Company, Limited	60,000	\$12	\$12	none	NIL	60 cents for 1903.....	5 1/2 %	\$11 buyers
A. S. Watson & Co., Limited	60,000	\$10	\$10	\$25,000	\$2,883	Final of 50 cents making \$1 for 1903.....	6 1/2 %	\$15
Watkins, Limited	10,000	\$10	\$10	\$4,802	\$1,042	\$1 for 1903.....	11 %	\$9 1/2 buyers
Singapore Dispensary, Limited	600	\$50	\$50	\$6,000	\$800	\$5 for year ended 31.7.1903.....	7 %	\$70
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$55,000	\$1,171	80 cents for 1903.....	8 1/2 %	\$9 1/2 sales
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$1,747	{ \$1.00 } for year ending 30.4.1904.....	6 1/2 %	\$15 buyers
Do.	30,000	\$10	\$5			{ 50 cents } for year ending 30.4.1904.....	5 1/2 %	\$10 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	£23,109 £3,000	£7,625	£1 div. and 2/- bonus for 1903.....	8 1/2 %	Tls. 97 sales
Shanghai Gas Company, Limited	10,666	Tls. 50	Tls. 50	Tls. 100,000 Tls. 108,172	Tls. 7,548	Interim of Tls. 3 1/2 for 1904.....	7 1/2 %	Tls. 395 sales
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 140,000	Tls. 667	Final of Tls. 4 making Tls. 8 for 1903/4.....	6 %	Tls. 120
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	none	Tls. 413	Tls. 2 for half-year 1903.....	11 %	Tls. 120
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	\$186,000	\$13,104	Final of \$1 1/2 making \$3 for 1903.....	9 1/2 %	\$30 sales
Hall & Holtz, Limited	21,000	\$20	\$20	none	\$21,681	Final of \$7 making \$12 for year end. 29.2.04.....	9 1/2 %	\$130 buyers
Law, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$8,395	\$10 for 1903.....	7 1/2 %	\$48 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$10,517	\$3 1/2 for 1903.....	7 1/2 %	\$48 buyers
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$35,000	\$5,844	Interim of \$4 for 1904.....	7 1/2 %	\$165 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$45,000		\$7 1/2 for second half year 1903.....	9 %	\$165 sales
Straits Ice Company, Limited	2,000	\$100	\$100	\$120,000	\$4,283	\$20 for year ending 30.11.1903.....	7 1/2 %	\$280 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$6	\$30,000	\$3,020	\$12 for year ending 31.7.1903.....	6 1/2 %	\$30 buyers
Dairy Farm Company, Limited	10,000	\$7 1/2	\$10	\$55,500	\$504	\$5 for 1903.....	8 1/2 %	\$37 buyers
Campbell, Moore & Co., Limited	1,200	\$10	12/6	none	\$1,101	6d. per share for 1903.....	5 1/2 %	\$5 buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	\$1,101	90 cents for year ending 31.5.1904.....	5 1/2 %	\$9 1/2 buyers
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	\$10,000	\$180	{ \$10 7/8 } for year ending 31.5.1904.....	10 1/2 %	\$160 buyers
Do. (Founders)	100	\$10	\$10					\$160 buyers
Tebrau Planting Company, Limited	20,000	\$5	\$5	none	Dr. \$42,551	None.....		\$10 buyers
Hongkong Steam Waterboat Company, Limited	7,750	\$5	\$5	none	\$1,548	Interim of 70 cents.....	8 %	\$10 buyers
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$3,739	None.....		\$10 buyers
William Powell, Limited	12,000	\$10	\$10	none	\$4,757	Interim of 50 cents for 1903/4.....	8 1/2 %	\$14 buyers
Steam Laundry Company, Limited	5,000	\$5	\$5	none	\$3,644	{ 60 cents for year ending 31.10.04..... } First year.....	9 %	\$7
Maatschappij tot Mijn- Bosch- en Landbouwex- ploitation in Langkat	25,000	Gd. 100	Gd. 100	{ Tls. 334,669 } { Tls. 111,143 }	Tls. 27,167	{ First quarterly of Tls. 10, paid 15.12.03..... } { Second do. "		